

# Auto EXPRESS

THE CAR NEWS WEEKLY

## FORMULA ONE **PREVIEW**

- Jenson Button on 2015
- Ultimate team guide
- Brundle's title tips



# ASTON'S NEW SUV

**OFFICIAL** DBX leads way as  
Aston is reborn – and new  
supercar is coming, too



**GENEVA MOTOR  
SHOW REPORT**

## SEAT'S SEXY SUV

Concept previews  
three new models



## AUDI GOES ELECTRIC

Tesla-rivalling SUV on its way



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WASH  
WAXES  
REVEALED**  
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### First drive verdict on new Cayman GT4

IT'S the Porsche Cayman that petrolheads have been waiting for. The GT4 jumps straight to the top of the Cayman range, powered by a 380bhp 3.8-litre engine from the 911 line-up.

An aero-focused bodykit, manual gearbox and carbon ceramic brakes should not only make it the best Cayman to drive, but possibly one of the best Porsches on sale. Be sure to head online to see what we make of the ultimate Cayman.

**For more visit  
autoexpress.co.uk**

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# Formula One's back, but is Ken Block the future of motorsport?



**AE** EVER seen Ken Block (above) on video? Log on to YouTube and enjoy him hooning (he drives for Hoonigan Racing!) around Ford's Cologne factory in a prototype Focus RS. His videos are compelling viewing, with one boasting over 22 million views. No wonder Ford is happy for him to throw its cars around on screen.

But what does Ken Block have to do with the new season of Formula One? At last week's Geneva Motor Show, I met up with Ford folk and chatted to Raj Nair, the company's chief technical officer and the man in charge of product development. I asked him why, in a year when Ford is being noisy on the fast car front (Ford GT, Focus RS, Mustang...), it's so quiet on the motorsport front?

"Motorsport is still important to us," he told me. "Our heritage is founded on a race Henry Ford won. We look for an engagement where we can see a return. Ken Block is an example of a motorsport spectacle – he's given us tremendous exposure. But some series become more about the driver than the maker. In F1 it's more about Lewis [Hamilton] vs Nico [Rosberg], than Mercedes vs Ferrari."

Ford still plays a decent part in motorsport, from Formula Ford to the increasingly popular Block-style Rallycross. And here's hoping we see a return to Le Mans for Ford with the GT.

I'm also hoping for a blockbuster Formula One season, although I'm going to play it safe this year after tipping Jenson Button to win last year (you can read his reaction to that on Page 42).

I can't look past Lewis Hamilton and a third world title, although I hope the Williams team gets to the top step at least once, and I'd love to see a Jenson win by the end of the year. Most of all, I

hope this year's racing is entertaining – although if I get a bit bored mid-race, there's always YouTube and a quick fix of Ken Block.



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## ■ All-electric, all-wheel-drive DBX revealed at Geneva show ■ Leads ambitious plans, explained to us by Aston's CEO



**Steve Fowler**

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**AE** ASTON MARTIN stunned the car world when it unveiled three new models on its stand at Geneva, including the shock reveal of an SUV concept.

We already knew about the 800bhp Vulcan and the Vantage GT3, but the big surprise was the DBX crossover: an all-wheel-drive, all-electric four-seater car previewing an SUV that'll be on sale before the end of the decade.

Less than six months into his role as CEO of Aston Martin, Andy Palmer is busy transforming the company and has laid down a clear vision for its future. And he revealed his plans in an exclusive chat with Auto Express, including the arrival of an Aston Martin supercar to rival the likes of the Ferrari LaFerrari, Porsche GT and McLaren P1.

The DBX concept, designed by Marek Reichman and his team, takes elements of the recently revealed DB10 Bond car and Vulcan racer and mixes them with more traditional SUV cues, but in a three-door shape. However, that won't be the case with the production model, as Palmer told us. "In its final execution it'll be a five-door," he said.

Aston will also be aiming the hi-tech car at well heeled women buyers, with the company using a persona named Charlotte as part of the development process. The interior combines futuristic elements with craftsmanship that's

more in keeping with high-class furniture than car cabins. And there's plenty of space for luggage in the boot and in a front storage compartment, thanks to the electric powertrain.

The car uses electric motors in the wheels powered by lithium sulphur cells, with the 80kWh battery likely to give a range of "300-ish miles", according to Palmer. "All the integration of the electric powertrain will be done by ourselves," he said, "although we're not going to be making the batteries or motors ourselves."

There's drive-by-wire electric steering, head-up displays for driver and passenger, LED lights and a Formula One-style KERS kinetic energy recovery system to boost battery power.

Palmer explained the further reasoning behind the electric power – emissions legislation. "The car itself has to reach an emissions target and your fleet has to meet a fleet average target. So what do you do?" he explained.

"You can either go down the obvious route of your V12 becomes a V8, your V8 becomes a V6 and your V6 becomes an I4 [four-cylinder engine]. That gets you down along the curve and reduces your average, but you end up with a car that sounds pretty bad. The alternative is you can prolong the life of your V12s and your V8s by doing a zero-emissions car to give you compensation.

"When you think about the visceral feeling of Aston Martin, on the one







**SHOW STAR**  
Sensational DBX was one of the highlights of last week's Geneva show, and Aston CEO Andy Palmer talked exclusively to Auto Express about its place in the brand's future



# Aston's bold future unveiled

CEO Andy Palmer exclusively talks us through Aston's plans including an all-new supercar, Lagonda luxury cars and an SUV, previewed by all-electric DBX



**FAMILIAR MIX**  
There are elements of DB10 and Vulcan in the DBX's shape, mixed with SUV styling in a three-door body



Interior has plenty of space for four, with combination of hi-tech materials and soft Nubuck leather with gold pin striping



hand you've got the beautiful sound of a V12, so why not create the equal and the opposite of that which is all that performance and torque with zero sound. It strikes me as a much more elegant way of solving that average emissions problem, but doing it in a way that allows those V12s to last longer."

But is no sound okay for an Aston Martin? "I think it's better than an I4 engine. Any synthesised noise would be fake and you'd lose all those senses – in an Aston you want to wake all the senses up," Palmer said.

The DBX name comes from combining the DB from Aston's sports car range

with X for crossover, and Palmer revealed his plans for a three-tiered strategy for the company's line-up.

"You've got the sports cars and the replacements for the current range of cars up to around 7,000 units a year," he said. "We could sell more than that and we have sold more than

**"Palmer revealed plans for three-tiered strategy: sports cars, luxury saloons and models like the DBX"**

that, but that allows you to play the volume/price ratio and it does good things with our cars' residual values.

"The second pillar is for luxury saloons like the new Lagonda, reviving the brand and putting it into the Rolls-Royce space, making it more sporty – more Concorde than Airbus.

"And then DBX is the third pillar, which is the reinvention of the sports car. Each of those cars has a clear customer in front of it, like Charlotte for the DBX."

In his Geneva speech, Palmer made reference to three new models arriving by 2020, with the DBX being one of



**FEMININE TOUCH** Aston will target wealthy female buyers with DBX, while under the skin it'll use all-electric drive



## ASTON MARTIN'S THREE-TIER FAMILY

### SPORTS



**ASTON MARTIN DB9**



**ASTON MARTIN VANQUISH**



**ASTON MARTIN VANTAGE**



**ASTON MARTIN RAPIDE**



**ASTON MARTIN ONE-77**

### LUXURY



**ASTON MARTIN LAGONDA**

### SUV



**ASTON MARTIN DBX**

**"We're reviving the Lagonda brand and putting it into the Rolls-Royce space, making it more sporty – more Concorde than Airbus"**

**Andy Palmer** Aston Martin CEO

them. So where are the other two coming from? "Yes, the DBX is one and the Lagonda is another one," he told us, before revealing one of his more exciting plans. "There'll be one more under the sports car pillar – it'll be an ultimate sports car."

This new supercar is likely to be in the mould of the £1m One-77, produced between 2009 and 2012, and limited to just 77 examples. It stayed true to Aston Martin tradition with a 7.3-litre V12 engine getting it from 0-62mph in 3.7 seconds, and a top speed of 220mph. Any new model is likely to take a hi-tech approach to power, as with its rivals, but with an emphasis on British craftsmanship and style – two elements that are important to Palmer.

The DB9 is due for replacement in the next 12 months, possibly being called DB11, before the Vantage is replaced by an all-new model that will use V8 power and tech from Aston's relationship with Mercedes. The Vanquish and Rapide will also be replaced under Aston's sports car pillar.

The Lagonda Taraf supersaloon was also at Geneva, tucked away and available for viewings for potential customers. Aston has confirmed a production run of 200 cars, which has been expanded so the car will be available in markets other than the Middle East.

The 6.0-litre V12-engined car is being built in the facility originally built for the One-77 at Aston's HQ in Gaydon, Warwickshire. It will be available in right-hand-drive form with a price tag reportedly in excess of £400,000, with deliveries



**CENTRE STAGE** DBX starred on Aston's Geneva Motor Show stand last week alongside the Vantage GT3 and the breathtaking 800bhp Vulcan race car

late this year. It wasn't only customers Palmer mentioned in his Geneva speech, as he also referred to Aston's legion of fans. And he has plans for them, too. "They're really important to us," he said.

"They're the potential customers who aspire to being customers – they help make the brand special. There's something very likeable about driving an Aston Martin – you're a cool guy who's picked a great car. The fans give permission for affluent people to buy the car.

"We have six-and-a-half million Facebook fans, which is extraordinary. Is there a business in brand extensions? There is untapped potential there, which is interesting. I don't think we necessarily want to go and do theme parks, but there is a space for things, including luxury experiences."



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**"This is a first step in a family of SUVs for SEAT... the car is a lighthouse for our brand"**

**JURGEN STACKMANN**  
SEAT chairman and CEO



**Handsome 20V20 concept successfully translates SEAT visual cues to new large SUV**

# SEAT's dramatic vision



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**AE** SEAT finally jumped on the SUV bandwagon at last week's Geneva show. The 20V20 concept (standing for Vision Veinte Veinte – Spanish for 20:20) previews a large SUV, similar in size to an Audi Q5, that could arrive in 2020, once two smaller SUVs have been added to the Spanish company's line-up.

"This is an important car for SEAT's design direction," design boss Alejandro Mesonero-Romanos told us, "taking themes we've developed with the Leon, like the SEAT blisters on the sides, and developing them into an SUV language."

"I'm particularly proud of the tension we've created along the side of the car, as though we've pinched it at the back and stretched it out, and the flat roof, where many SUVs look like they've been stretched upwards." Those lines along

**20V20 previews large SUV**  
**Plug-in hybrid may feature**

the side are sharper than ever, with a radius of just 1.1mm – a testament to the high-quality body pressings at SEAT's Martorell factory near Barcelona, which also builds the Audi Q3.

The front of the car features a more pointed version of the Leon's X-shape nose, with all-LED headlights and a clear V shape leading from the grille through the bonnet. The rear follows the front with its slashed back tailgate, above a more traditional bumper. A low opening for the tailgate and 600 litres of boot space prove practicality has been taken into account, too.

The interior is slightly more far-fetched and minimalist in its thinking, with three TFT screens (the largest of which is 12.3 inches) and the small, circular SEAT Personal Drive Device

**OFFICIAL**







## Cupra diesels on way



AS well as previewing his brand's SUV future, SEAT boss Jürgen Stackmann revealed that we could eventually see some hot diesel models joining the Cupra range.

"I think it's a natural extension [of the Cupra range] – the biggest challenge of diesel has actually been Euro VI [emissions regulations], in terms of the actual costs going into it," Stackmann told us. "A performance diesel works extremely well in a Cupra. We have one, it's lovely, but the whole problem is making business sense out of that idea. It's a great machine and would be a perfect extension."

But while there are question marks over a quick diesel for the Leon, it looks more likely for the 2016 SUV car.

"It may actually be a good idea more in the crossover," he explained. "Intuitively for me, that would make really good sense – a performance diesel in the crossover."

# on of Q5 rival

## Minimalist interior features a novel detachable sat-nav device

located between the front seats. This coin-shaped mobile unit – said to be inspired by film character Iron Man's electromagnetic heart – clicks into place with a magnet and downloads individual user settings, including navigation instructions to the car. It can then be removed to help the driver find their final destination on foot, or on the electric scooter stored in the boot.

Although we're told the 20V20 is driveable, there was no word on what powers the concept. However, all options are open, with petrol engines up to 296bhp, diesels up to 237bhp and a plug-in hybrid offering electric-only driving – all delivering power to all four wheels through a DSG transmission.

Speaking exclusively to Auto Express, chairman and CEO of SEAT

Jürgen Stackmann said: "This is the first step in a family of SUVs for SEAT – SUVs are the next step for our brand growth."

"The concept is an idea of where the brand is moving, showing emotion and design functionality, and [is for] more of a cross-section of normal society – the car is a lighthouse for our brand."







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**AE** THE big surprise of the Geneva Motor Show had a Bentley badge on the bonnet. The EXP 10 Speed 6 concept is a breathtaking vision of how a future two-seater Bentley sports car could look. Aimed at exotic front-engined GTs like the Aston Martin Vanquish, it's tipped to make production, but will take a minimum of three years to arrive.

"It could be a future model line, alongside the Continental GT, redefining the pinnacle of another market sector," said Wolfgang Dürheimer, Bentley chairman and CEO. "The styling of the EXP 10 Speed 6 could influence the expansion of the Bentley family."

Head of design Luc Donckerwolke added: "Let's put it this way, if the decision to build this car is made tomorrow we will be ready. Design and engineering have been working together on this from the beginning."

The front end is dominated by a larger, squarer and lower-set version of the classic Bentley grille filled with a 3D mesh, while the 'whisky-glass' headlights are surrounded by LED rings.

Inside, there's a feast of leather, while cherry wood has been crafted into a quilted pattern on the doors. Copper on the indicator stalks and vents is Bentley's way of designating a hybrid.

Exact specs of the hybrid drivetrain remain a mystery, but the production car would likely be powered by a tuned version of the 4.0-litre twin-turbo V8 from the Continental GT, and use the same platform as the next Porsche Panamera.

**"If the decision to build this car is made tomorrow, we will be ready"**

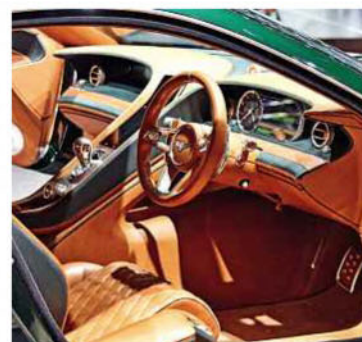
**LUC DONCKERWOLKE**  
Bentley head of design



EXP 10 Speed 6 starred at Geneva, with larger, lower-set version of Bentley grille

## Bold new Bentley set to battle Aston's Vanquish

■ Wraps off front-engined EXP 10 Speed 6 concept ■ Hints at all-new hybrid GT for 2018



**MUSCLE** Newcomer stood out with its dramatic rear end, while inside, it features stunning mix of leather and cherry wood

## 374bhp hybrid VW CC has CLS in sights

VW will go upmarket with the next generation of the Passat-based CC, which was previewed by the svelte Sport Coupé GTE Concept at the Geneva Motor Show last week.

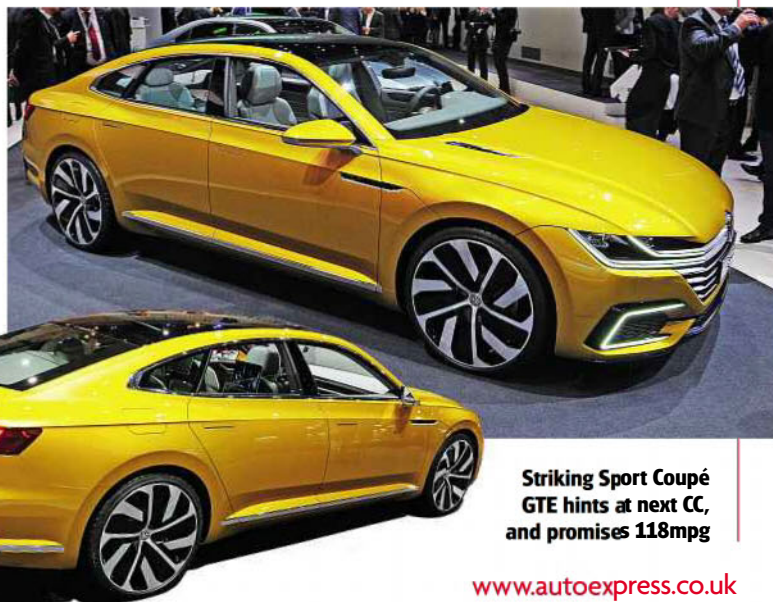
Previously only seen in official sketches, the coupé-like saloon could be marketed as more of a rival for the plush Mercedes CLS when it makes the switch from show stand to showroom.

The athletic and swooping exterior has been paired with a 374bhp plug-in hybrid powertrain made up of a 295bhp 3.0-litre V6 engine and two electric motors. A six-speed dual-clutch DSG automatic transmission is standard, and Volkswagen claims the Sport Coupé GTE Concept can sprint from 0-62mph in 5.0 seconds and hit 155mph flat-out. However, thanks to the petrol-electric

drivetrain, the GTE should be relatively efficient, too. Officially, it returns 118mpg and emits just 46g/km of CO<sub>2</sub> – impressive for a big, stylish four-door executive car.

The concept also features a clever Electric Driveshaft four-wheel-drive setting that uses the V6 petrol engine to drive the front wheels as well as the front electric motor. This then acts as a generator to power the rear e-motor, meaning the Sport Coupé has four-wheel-drive capability even when the battery is empty.

Inside, a 12.3-inch display replaces the conventional instruments, but unlike current VW models it features 3D graphics.



**Striking Sport Coupé GTE hints at next CC, and promises 118mpg**





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# Audi targets Tesla with

**Confirms zero-emissions SUV; 300-mile-plus range**



**Jack Rix**  
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**AE** ENGINEERING boss Dr Ulrich Hackenberg has confirmed Audi will use lessons learned from the R8 e-tron to launch a large, family friendly zero-emissions SUV. It's a direct rival to Tesla's Model X, and our exclusive image shows how it could look.

In an official press release, Audi said "the findings from the R8 e-tron [will] help in creating a vehicle with a sedan character". But when we asked why a saloon had been chosen, Hackenberg seemed puzzled. A spokesman later confirmed that the sedan sentence was a mistake in the press release, and that the car will be closer to an SUV in shape.

"It's a more passenger-orientated car, so for more than two [people]. But it'll be a car which can be used by families with money; it is premium. It will have a big battery capacity and a range of more than 500km (313 miles)," Hackenberg added. "We will make a presentation soon."

As our image shows, it won't look like any existing model. "It will have a specific design, so we won't take an A6 or a Q5 or whatever and integrate the battery electric drivetrain," said Hackenberg.

"The build system has the same architecture as an MLB car; that means we can build it in an MLB plant. It means we can work with steel, with a mixture of materials and with aluminium." To achieve that range it will use the latest battery tech, Hackenberg told us: "We started with a 25Ah [Ampere-hour] battery; now

**EXCLUSIVE IMAGE**



**ELECTRIC SUV** Image shows how new SUV could look. It'd get e-tron badge, sit on MLB platform and use latest battery tech to offer impressive range – and rival new Tesla Model X (right)

we have 28Ah, we have 37Ah samples for the next generation of PHEVs and in this big EV we will also have a 37Ah battery.

"The next generation has 41Ah and then 50Ah. We will see this increase by 2018 to around 2020. And we see in the road map of the cell producers that there will be still higher capacities." It's fairly certain to be called e-tron – the badge

for all plug-in hybrid and pure-electric Audis – but what goes before it is less clear. "Engineering wise a Q is not the best solution for an electric car with a large range as it has large surfaces and high aerodynamic resistance," Hackenberg said. "But for sales people, everything has to be Q!"



## 600bhp-plus for McLaren's 911

MCLAREN'S most important model is just around the corner, and we've got all the important details ahead of its debut at next month's New York Motor Show.

The company now splits its range into three sub-categories – the Ultimate Series (P1 and P1 GTR), Super Series (the Asia-only 625C, 650S and 675LT) and new Porsche 911 Turbo-rivalling Sports Series. The latter, shown in these spy shots, will start at around £135,000, a spokesman revealed, and be offered with a choice of three power outputs.

From launch in October, two versions of the Sports Series will be available, both "starting with a 5": a lower-powered, more comfort-orientated C model and a faster and firmer S. Exact outputs are to be confirmed, but expect

in the region of 550bhp and 575bhp respectively. The third car, due later in the lifecycle, will be a 600bhp-plus LT.

The Sports Series will be based around a modified version of the 650S' carbon-fibre tub, with thinner sills for easier access. It will also have scissor doors, a detuned version of the 3.8-litre twin-turbo V8 and a seven-speed twin-clutch box. More than one bodystyle has also been confirmed, suggesting a Spider is part

**"New McLaren Sports Series, shown in these spy shots, will be offered in choice of three outputs"**

of the plan. McLaren turned a profit last year, selling around 1,850 cars (1,600 Super Series and around 250 P1s) – up 21 per cent on 2013. Its projections are for similar sales in 2015, with a handful of Sport Series thrown in towards the back end of the year. But once Sports Series is up to full production in 2016, it hopes to sell 1,500 Super Series a year and 2,500 Sports Series for a sustainable annual total of 4,000 units.

**SPIED**





# n all-electric SUV



Christian Schulte



## ON THE ROAD

Spy shots show 911-rivalling Sports Series, due in October in C and S spec wearing badge starting in a '5'; 600bhp-plus LT is set to follow



## ...And new R8 plugs in, too

WHILE the e-tron SUV is still some time away, Audi revealed a pure-electric R8 e-tron at the Geneva Motor Show, alongside the standard V10. It has two electric motors on the rear axle, producing 456bhp and 920Nm of torque.

The real breakthrough is its range; Audi claims it can cover 276 miles, with a charge taking only two hours via a rapid charging point. A T-shaped battery pack is fitted down the spine of the car and behind the seats, while the 0-62mph sprint takes 3.9 seconds and top speed is limited to 155mph.

The e-tron is distinguished by its blanked-out grille, bonnet scoop and claw-shaped LEDs, and also features a floating carbon side-blade and wheels with carbon-fibre inserts to improve aerodynamics.

We now know the R8 V10 will cost £119,500 and the V10 Plus £137,500. There's no word on the e-tron's price, but order books open later this year.



All-electric R8 claims a range of 276 miles, as well as huge pace

## EV range 'set to double'



After V-ision-e starred at Geneva, Merc's promising a revolution in EV range

BATTERY technology is on the brink of a breakthrough, according to Harald Kroger, Mercedes' vice-president of electronics and e-drive.

At the Geneva Motor Show, where Mercedes unveiled the V-ision-e plug-in concept, he claimed that by 2025 he expects battery range to double for a given size and weight. CEO Dr

Dieter Zetsche backed this up, saying: "You will see up to a doubling of the density with equal cost, or cutting the cost by half with the same capacity in the car, within five to 10 years."

It seems Mercedes could have a Tesla Model S rival in the pipeline, too, with Kroger telling us to "stay tuned" when we quizzed him on it.

## news in brief



## Mazda names price for CX-3 Juke rival

THE new Mazda CX-3 (above) will cost from £17,595 when it goes on sale in the UK in June.

The range kicks off with the 118bhp SkyActiv-G petrol model with two-wheel drive, and prices rise to £24,695 for the top-spec 104bhp SkyActiv-D diesel all-wheel-drive Sport Nav Auto.

All models will come with a seven-inch touchscreen display, Hill Hold assist and Tyre Pressure Monitoring as standard.

## Jeep readying two new SUVs for 2018

JEEP is working on two new SUVs which will both arrive by 2018.

A new flagship will rival the Range Rover when it lands in showrooms, while a second model – which will sit above the Renegade – is also in the pipeline.

The new range-topper has been dubbed the Grand Wagoneer and is likely to share a number of components with the forthcoming Levante SUV from Jeep's sister brand in the Fiat Group, Maserati.

If that's the case, Jeep could choose from a wide range of engines destined for Maserati models, including 3.0-litre V6 diesels and a 3.8 V8 turbo petrol.

## Sporty new Subaru Levorg on the way

SUBARU has announced it will sell the Levorg estate in the UK later this year. The new sports tourer will sit alongside the all-new Outback, with Subaru insisting it's a sleeker and sportier model aimed at a new demographic.

It's smaller and lower than the Outback, yet still comes with the brand's symmetrical four-wheel drive for all-weather traction. The announcement follows a strong first year of Levorg sales in Japan.





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Fuel consumption figures in mpg (l/100km) for the New Kia Rio 3 - dr 'SR7' Special edition are: Urban 44.8 (6.3), Extra Urban 67.3 (4.2), Combined 56.5 (5.0). CO<sub>2</sub> emissions are 115g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Model shown: New Rio 3-dr 'SR7' Special edition 1.25 84bhp 5-speed manual @ £10,845 including £1,000 customer saving. Non offer price £11,845. Customer savings vary by model derivative. Specification is subject to change without notice. Price correct at time of going to press. Log onto [kia.co.uk/sr7](http://kia.co.uk/sr7) for full details. 7 year / 100,000 mile manufacturer's warranty, for terms and exclusions visit [www.kia.co.uk](http://www.kia.co.uk). Offer not available with any other offer. Retail sales only. Subject to availability on vehicles registered between 07/01/2015 and 31/03/2015. Finance subject to status. Terms and conditions apply. 18's or over. Guarantee/indemnity may be required. Further charges may be made subject to the condition or mileage of the vehicle. Excess mileage charge 14.9p per mile. **You will not own the vehicle until all payments are made.** 25, 31 and 37 month terms. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Kia Motors Finance RH1 1SR.



# Lexus sets its sights on MINI as it unveils radical new city car

■ LF-SA show car hints at ambition to go smaller ■ Shorter than Yaris and up!



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**AE** LEXUS is looking to give the MINI and Audi A1 a run for their money with the LF-SA concept. Revealed at the Geneva Motor Show last week, it marks a signal of intent from the brand, but don't expect to see it in showrooms anytime soon.

Alain Uytendoven, head of Lexus Europe, insisted there won't be a production-ready version of the LF-SA for at least four years.

The tiny, 2+2 city car is a dramatic preview of how the smallest-ever Lexus could look, and the brand's European design studio – the team tasked with creating the concept – hasn't held back. However, it was purely intended as a design study, with Lexus continuing to focus on upmarket and luxurious models such as the latest NX SUV, and forthcoming GS F saloon.

At 3,400mm long, 1,700mm wide and 1,430mm high, it's 50mm shorter and 80mm lower than the Toyota Yaris. In fact, it's shorter, wider and lower than the VW up!

Inside, a high centre console cocoons the driver, while the interior surfaces are angular yet smooth and uncluttered. The infotainment system includes a hologram-style digital display incorporated in the instrument cluster, plus a wide-angle head-up display also features. The driver-focused cabin design continues with a fixed seat, but movable



Driver-focused interior is full of smart kit, with a hologram-style infotainment system in keeping with futuristic design

**"Tiny, 2+2 city car is a dramatic preview of how the smallest ever Lexus could look"**

pedals and steering wheel. The passenger seat slides back and forth to allow access to the rear.

However, there's no word yet on what drivetrain is under the skin. Given Lexus' expertise with hybrid technology, a petrol-electric combination is likely, although a full electric set-up would also suit an urban runaround of this size.

## Ford says GT will rival Ferrari, Lambo



GT made European debut at Geneva; set to cost £260k

FURTHER details on the all-new Ford GT supercar have surfaced following its show-stopping European debut in Geneva last week.

Although official pricing remains undisclosed, Ford steered us in the direction of the £260,000 Lamborghini Aventador for an idea of what the GT will cost when it arrives at the end of next year.

What Ford did confirm, however, was that production would be limited to just 250 cars per year to maintain exclusivity.

Raj Nair, Ford's chief technical officer, told Auto Express the Ferrari 458 Speciale had been benchmarked in terms of performance and ability.

Set to be built in Canada, the GT is powered by a mid-mounted 3.5-litre twin-turbo V6 EcoBoost engine, providing upwards of 600bhp through a unique seven-speed dual-clutch transmission.

It also plays a key part in Ford's promise to deliver 12 global performance models by 2020.

## EcoSport gets boost



ALSO on display at Ford's stand at the Geneva Motor Show was an updated EcoSport crossover.

Notable exterior changes include a 10mm drop in ride height and the loss of the chunky, tailgate-mounted spare wheel. Cabin quality has also been revised, with new materials, trim and switchgear.

New springs and dampers have been fitted, plus steering and engines are tweaked, too. Deliveries of the refreshed EcoSport should start in September.



# Citroen C4 Cactus named Carbuyer Car of the Year

■ Our sister title honours crossover for its value, low costs and practicality



Stuart Milne and video presenter Ginny Buckley present award to CEO Jackson

**Graham Hope**  
Graham\_Hope@dennis.co.uk

**AE** THE Citroen C4 Cactus has been named as Carbuyer Car of the Year. Auto Express's sister title said it crowned the Cactus as it represents incredible value for money, and offers low running costs and excellent practicality.

"The C4 Cactus marks Citroen's return to its brilliant, quirky best," explained Carbuyer editor Stuart Milne. "It's the product of some very clever thinking resulting in a superb space package, and those Airbump panels are a real eureka moment."

Accepting the award at last week's Geneva Motor Show, Citroen CEO Linda Jackson said: "It's fantastic to win Car of the Year. Carbuyer offers advice to

**"The C4 Cactus has won more than 25 major awards and these latest accolades are particularly pleasing"**

Linda Jackson Citroen CEO

**carbuyer**  
.co.uk

customers actively in the process of looking for a new car, so it's very important for a new entrant to the market like the C4 Cactus.

"Recognition like this validates our belief that Citroen is getting it right when it comes to designing and producing well considered family transport."

The Cactus was also named best economical car by Carbuyer, thanks to the promise of more than 90mpg from the most frugal versions. Last year's

overall winner, the Hyundai i10, was voted best city car and Carbuyer's cheap insurance champion.

Other 2015 winners included the Ford Focus ST – it was named hot hatch of the year thanks to the addition to the range of the new diesel engine, which broadens the car's appeal further than ever. And there was success for the Audi A3, too – the Sportback won best small luxury car and the Cabriolet best convertible – while the hybrid or EV prize went to the BMW i3. Nissan's Note was named best car for under £150 a month, and the Kia Cee'd was crowned best used buy.

## news in brief



### SsangYong plans new Jimny rival

FOLLOWING in the footsteps of the new Tivoli (above), Korean firm SsangYong is working on a more off-road-orientated SUV.

It's based on a tweaked version of the Tivoli's platform, and Auto Express has learned the Suzuki Jimny rival will offer genuine mud-plugging ability, utilitarian looks and come with an affordable price tag in line with the rest of the range.



### Price is right on all-new Superb

SKODA has announced the all-new Superb will be priced from £18,640 when it goes on sale in UK showrooms in June.

The newcomer (above) is now based on the VW Group's MQB platform, and is lighter, more efficient and more spacious than the model it replaces.

The entry price also means it undercuts the Ford Mondeo and VW Passat, which start from £20,795 and £22,215.

# Bold new Suzukis at double

SUZUKI unveiled two new concepts at last week's Geneva Motor Show. The iK-2 hatch has been pitched as a future production model that will sit above the Swift in size and practicality when it hits showrooms early next year.

The larger iM-4 is a new mini SUV that perches between the ageing Jimny and new Vitara. Under 3.7 metres long, it's 482mm shorter than the Vitara, but only 18mm longer than the Jimny. It's powered by a hybrid drivetrain called the SHVS, blending the 1.2-litre Dualjet petrol engine with an electric motor.

**PAGE 60: Swift 4x4 vs Fiat Panda Cross**



**BOLD FUTURE** Sharp-looking Suzukis starred on stand. iK-2 (left) is set to sit above Swift; iM-4 is a hybrid crossover similar in size to the Jimny



### ROOMSTER IS GO

SKODA is also readying a new Roomster, and it will go on sale next year.

Unlike the current car, it will be based on the passenger version of VW's new Caddy (above), seen at Geneva. An insider said: "The Caddy's on sale in the middle of the year; we won't be far away."



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†Four-year warranty applies to new vehicles when ordered from a UK Renault-approved dealer. Warranty up to 4 years/100,000 miles (whichever comes first). For full warranty terms and conditions visit [www.renault.co.uk/warranty](http://www.renault.co.uk/warranty). \*Monthly payment shown based on £1,321 deposit, 48 monthly payments of £149, and an optional final payment of £5,023 (Excludes Expression and Renaultsport models). \*\*Service package available for £199 when the vehicle is ordered and registered by 31 March 2015. Visit [renault.co.uk/servicepackage](http://renault.co.uk/servicepackage). Finance provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. Subject to status. Guarantees and indemnities may be required. You must be at least 18 and a UK resident (excluding the Isle of Man and Channel Islands). Terms and conditions apply. Our dealership introduces customers to a limited number of financial providers including RCI Financial Services Ltd. Offer based on 6,000 miles per annum, excess mileage 8p per mile inc VAT. Offers cannot be used with other schemes or finance offers and are available on featured new vehicle when ordered and registered between 2 March and 31 March 2015. Participating dealers only. Clio shown has optional Flame Red Renault i.d. metallic paint, available at an additional £595.



# Our Geneva Motor Show

These were the cars that caught the eye of the Auto Express team in Switzerland



**Jack Rix**  
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**AE** HOW do you pick a favourite from a vast conference centre full of new cars, each fascinating in their own way? With difficulty, but we managed it.

There was a real focus on performance at Geneva this year – and as we're learning, 'performance' can be interpreted in a variety of ways.

Ferrari has turned to turbos to pump up its 458 successor, while Porsche has stripped out its Cayman to make what could be the best-handling car of 2015.

Ford has resorted to four-wheel drive to contain the new Focus RS's rampant new 320bhp engine, and Aston has rewritten the rule book completely with its pure-electric DBX crossover GT.

It's nice to see Hyundai, Skoda and SEAT executing traditional segments so well, and as for the Merc Pullman? We'll let you make up your own mind on that...

## FERRARI 488 GTB

**Richard Ingram**  
Deputy news editor

THERE were plenty of cars I was looking forward to seeing at this year's Geneva show, but none more than the promise of a new Ferrari – and the 488 GTB didn't disappoint.

While it's instantly recognisable as an evolution of the outgoing 458 in the metal, the clever aerodynamics, bold front end and sharp creases all breathe new life into the Italian supercar.

Only time will tell whether the turbocharged V8 engine is as entertaining as the old, naturally aspirated unit, but Ferrari execs assured us it would be. Sergio Marchionne, Ferrari's CEO, also confirmed that the V12 engine will live on for at least another five years – so it looks like the brand's future is bright.



## SKODA SUPERB

**Stuart Milne** CarBuyer editor

ANYONE hopping between a long-wheelbase luxury car and the new Superb won't feel hard done by in any way – it's hugely spacious. Plus, the exterior styling – the current car's weakest suit – is transformed into a sharp, elegant shape. And the price for all this? As little as £18,600. Bargain.



## FORD FOCUS RS

**Jonathan Burn** Sr news reporter

THE Focus RS forms part of Ford's plan to introduce 12 global performance models by the end of the decade, and the latest model is the most technically advanced there has ever been. With upwards of 320bhp and four-wheel drive, plus a sub-£30k price tag, it promises plenty of bang for your buck.



## PORSCHE CAYMAN GT4

**Sean Carson** Sr road tester

IS the GT4 the perfect sports car for the UK? It's relatively narrow, and with 380bhp from its 3.8-litre flat-six engine, it won't want for punch. Borrowing suspension components from the regular GT3 and available with a manual gearbox only, it'll put the driver at the heart of the action.



## HYUNDAI TUCSON

**Chris Ebbs** Consumer editor

YOU can't go to a motor show these days without a raft of new SUVs and crossovers taking centre stage, and Hyundai had one of the most stylish on display at Geneva. An upmarket interior added more appeal, while a plug-in hybrid version on the stand underlined the brand's eco credentials.



## news in brief

### Honda names price for Civic Type R

THE highly anticipated Honda Civic Type R will cost from £29,995 when it goes on sale in the UK in the summer. The fastest Civic ever produced comes with a 306bhp 2.0-litre turbo VTEC petrol engine, and has set a new front-wheel-drive lap record at the Nürburgring in Germany.



### 124 Spider badge confirmed

FIAT Chrysler boss Sergio Marchionne has confirmed the company's upcoming Mazda MX-5 rival will be called the 124 Spider. We broke the news in Issue 1,357, with this exclusive image showing how it could look. Both Fiat and Abarth versions will be made.





# now pick of the crop



## ASTON MARTIN DBX

**James Batchelor** News editor

AN Aston crossover is enough to make purists spit blood, but the DBX is seriously good looking, with more than a passing resemblance to an old Vanquish from the front and a new one from the rear. The off-road stance and electric drivetrain hint at a more daring brand – Aston simply has to diversify to survive and prosper.



## SEAT 20V20

**Steve Fowler** Editor-in-chief

SEAT'S changing, as boss Jürgen Stackmann told me, from a company with the Ibiza at its heart to one with the Leon at its core. Yet it was one of its SUVs that stole the show for me. The 20V20 hints at a model that'll go on sale in 2020, but before then we'll see two other SEAT SUVs, the first of which arrives next year. The 20V20 provided plenty of stylish clues to that.



## MERCEDES-MAYBACH PULLMAN

**Graham Hope** Deputy editor

IF there was a theme at this year's show, it was probably excess, with supercars and hot hatches aplenty. But for me, nothing said excess more than the wildly ostentatious Mercedes-Maybach S600 Pullman.

I'd hesitate to say it was my favourite car at the show. After all, it's no looker, but its sheer size undeniably commanded attention.

The 6.5-metre monster comes with a twin-turbo 6.0-litre V12 engine, but this car is all about the vast rear, with its massaging recliners, heated armrests, dining table and even champagne flutes. As I made myself comfortable, it was obvious why the Pullman will soon be the choice of the business super-elite, oligarchs and power-crazed despots. Somewhat disconcertingly, I felt strangely at home on the luxurious leather seats...



## New engine for revamped Dacia Duster

DACIA chose the Geneva Motor Show to announce that the updated Duster will come with a new 1.2-litre turbo petrol engine when it goes on sale in the UK next year. The 125 TCE delivers 123bhp and is a development of the unit currently used in parent company Renault's Clio. It will be paired with a six-speed manual and four-wheel-drive transmission.



## Qoros lays down Euro timeline

CHINESE brand Qoros – which showed its 3 City SUV – has revealed it will sell its cars in Europe within the next two years. New CEO Phil Murtaugh said that the company is currently mapping out its European arrival and hinted that the UK is high on its agenda. "We are absolutely coming to Europe," said Murtaugh. "We've got to get China right first – if we don't, then who will buy one in Europe?"





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fiat.co.uk

Fuel consumption for the Fiat range in mpg (l/100km): Urban 29.7 (9.5) – 64.2 (4.4); Extra Urban 46.3 (6.1) – 97.4 (2.9); Combined 38.2 (7.4) – 80.7 (3.5). CO<sub>2</sub> emissions 171 – 90 g/km. Fuel consumption and CO<sub>2</sub> figures based on standard EU tests for comparative purposes and may not reflect real driving results.\*Model shown is Fiat Panda Pop 1.2 5DR. †Fiat Panda Pop 1.2 5DR Customer Saving is included in offer price of £7,645 and represents a discount of £1,450 off the On the Road Price of £9,095. ‡Model shown is Fiat Punto Pop+ 1.2 3DR. §Fiat Punto Pop+ 1.2 3DR Customer Saving is included in offer price of £8,495 and represents a discount of £2,235 off the On the Road Price of £10,730. Terms & Conditions apply. Retail customers only. Not available in conjunction with any other offer. Fiat Deposit Contribution is only available in conjunction with Fiat i-Deal PCP. With Fiat i-Deal you have the option to return the vehicle and not pay the final payment, subject to the vehicle not having exceeded an agreed annual mileage (a charge of 6p per mile for exceeding 6,000 miles per annum in these examples) and being in good condition. Promotion available from 16th February until 31st March 2015. Offers subject to status, a guarantee may be required. Offers may be varied or withdrawn at any time without prior notification. Fiat Financial Services, PO Box 4465, Slough, Berkshire, SL1 0RW.



# UK to oppose new life-saving system in cars

■ **EU wants to make eCall mandatory** ■ **But British policymakers believe cost is prohibitive**



**Joe Finnerty**  
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@AE\_Consumer

**AE** THE Government is opposing European Union efforts to fit potentially life-saving technology to new cars sold in the UK.

By 2018, it's expected eCall – which sends airbag data and location details to emergency services after a crash – will be mandatory in all new cars sold in Europe in a bid to save up to 2,500 lives a year.

UK policymakers don't support making eCall mandatory, though, as they think smart motorways already provide rapid emergency response to accidents.

But a report by the parliamentary Transport Select Committee said: "This argument may not hold in remote rural locations and we note that a sizeable proportion of UK motorists drive in other EU member states."

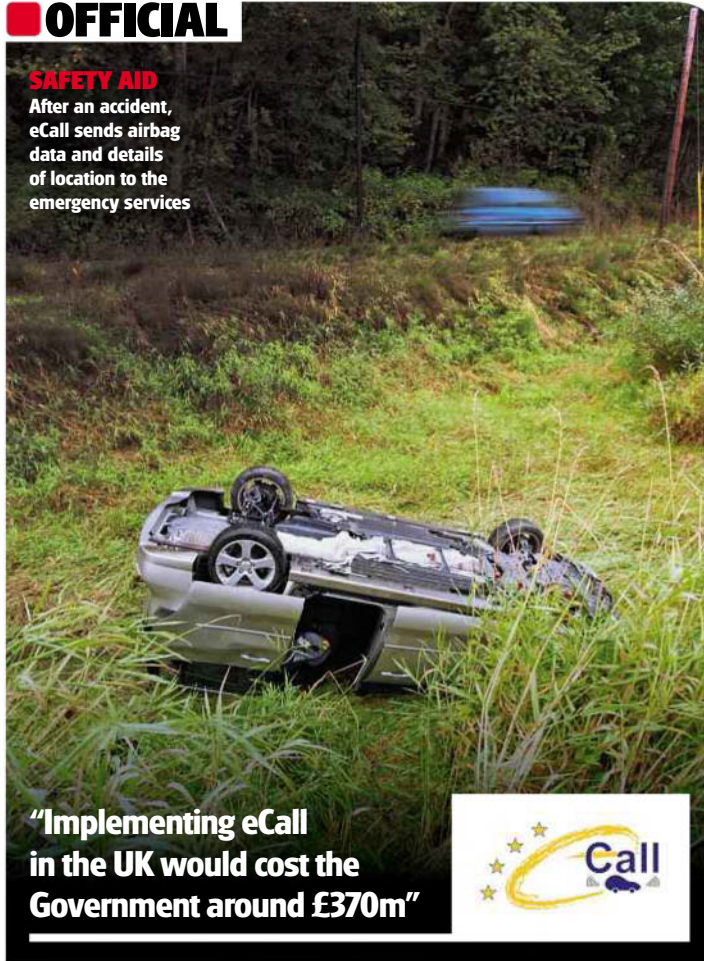
In fact, 70 per cent of fatal accidents in the UK happen on rural roads. Implementing eCall in the UK would cost the Government around £370million, due to the need to train emergency services and educate drivers on the tech through advertising campaigns.

Meanwhile, the cost of the actual tech – around £100 – would be swallowed by consumers when buying a new car.

Some manufacturers, including Citroën and Ford, already have a version of eCall fitted as standard that works both in the UK and abroad.

## OFFICIAL

**SAFETY AID**  
After an accident, eCall sends airbag data and details of location to the emergency services



**"Implementing eCall in the UK would cost the Government around £370m"**



**Mat Watson**  
Mat\_Watson@dennis.co.uk  
@mat\_watson



WE'VE got some thrilling high-performance saloons this week at [autoexpress.co.uk/videos](http://autoexpress.co.uk/videos). First up is the new Mercedes-AMG C 63, then the Lexus RC F and BMW M3 come together in a track battle.

## Mercedes-AMG C 63 drive verdict



THE new top-of-the-range C-Class has less capacity than the model it replaces – it features a 4.0-litre V8 compared to the 6.2-litre version in the old car. But the addition of two turbochargers means the latest Mercedes-AMG C 63 delivers more performance than ever before. Has switching to forced induction taken away some of the appeal, though?

## Sizzling Lexus RC F vs turbo BMW M4



WITH its naturally aspirated V8, Lexus' RC F supercoupé (driven on Page 38) has a unique appeal. The question is, how does it perform on track when compared to the turbo M4? To find out, we put the pair head-to-head in a dramatic video, which you can watch from Friday

You can watch any of our videos on your phone. Simply scan this QR code.



# Drug-drive clampdown underway

NEW drug-driving laws have come into force, with offenders facing a ban of at least a year and a fine up to £5,000.

Officers can now test for drugs such as cocaine and cannabis at the roadside with a new 'drugalyser', while they can request samples for other illegal substances at a police station. Even if a roadside check is passed, police can request a test at a station for drugs such as ecstasy, LSD, ketamine and heroin.

Common prescribed medications – such as morphine used for pain relief, diazepam and temazepam for anxiety or insomnia – also fall under the laws.

Amphetamine used to treat attention deficit hyperactivity disorder (ADHD) and Parkinson's disease is also planned to be included within the offence shortly, subject to Parliamentary approval.

**PAGE 98: Read Mike Rutherford's view**



Police now have the authority to check at roadside for cannabis and cocaine with drugalyser, plus can take suspects back to station for additional testing





## New Generation i20 Coupé

# Inspiration. Engineered.

Great inspiration leaps out. Demands attention. And few things are more inspired than the stunning New Generation i20 Coupé. Bold, clever and great fun to drive, it's a car with the style to stay out in front. Available 26<sup>th</sup> March 2015, from £12,725\*. [Find out more at hyundai.co.uk](http://hyundai.co.uk)



Fuel consumption in MPG (l/100km) for New Generation i20 Coupé range: Urban 42.8 (6.6) – 57.6 (4.9), Extra used as a guide for comparative purposes and may not reflect all driving results. Model shown: New Generation i20 manual. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit [www.hyundai.co.uk/owning](http://www.hyundai.co.uk/owning) or ask your local dealer.





an 67.3 (4.2) – 80.7 (3.5), Combined 55.4 (5.1) – 68.9 (4.1), CO<sub>2</sub> Emissions 119 – 106g/km. These official EU test figures are to be  
é Sport Nav 1.2 petrol manual at £14,895 OTR including Tangerine Orange pearl paint at £495. \*On the road price of £12,725 applies to New Generation i20 Coupé SE 1.2 petrol





Les was frustrated by temperamental i-stop on his CX-5

## Driver baffled by intermittent stop/start

■ **CASE STUDY** Mazda owner believes system is faulty, but dealer and manufacturer don't agree

**AE** Julie Sinclair

STOP/start is a piece of emissions-busting tech designed to kick in only when it's beneficial. As you pull up to a set of lights, for example, the system makes a split-second decision about whether switching off the engine – then on again as the lights change – will use more energy than just leaving it running.

So how can you tell if the set-up's working properly? That's the question frustrating Auto Express reader Les Stone, of Salford, Gtr Manchester, who argues the i-stop system in his 62-reg Mazda CX-5 is suspiciously intermittent. Yet after repeated trips to RRG Mazda in Manchester, the dealer concluded there was no fault with the SUV's stop/start.

Les told Auto Express: "My dealer explained that anything which drained the battery, like the heated rear screen or the air-con, would affect whether it worked. Yet I noticed it would work first thing in the morning from cold, with everything switched on, but

then not after a drive on the motorway. It didn't make sense."

We called Mazda for help, but it also argued Les's i-stop wasn't necessarily faulty. A spokesman said: "Myriad factors based on electrical loadings influence whether the i-stop works. It's incredibly complicated. Ambient temperature will have an impact, for example, or even switching the cabin air flow from the windscreen to your face."

The same journey, made on two different days, might therefore result in entirely different patterns of stop/start operation, the spokesman argued, adding: "If it hasn't kicked in, it's for a good reason. If it was faulty, there would have been a warning light and it would have been picked up by the dealer during diagnostic tests."

If Les is still unconvinced, we've suggested he asks his dealer to make another CX-5 available for an extended test drive. He can then at least establish if the same intermittent pattern applies.

■ **ADVICE** What should you do if it happens to you?

COMPARING your car to an identical new model is a great way to test dealer claims there's nothing wrong with yours. If you find it performs the same, you can assume it is a 'characteristic'. If your garage refuses to offer a comparison test, however, we'd advise escalating the complaint to the manufacturer.



## Foreign drivers flout cashless Dartford toll

DEBT collectors are chasing over 18,000 foreign drivers who failed to pay the toll at the new cashless Dartford Crossing.

A total of 56,408 penalty charges still haven't been paid from December, and the Highways Agency said 18,716 cases had now been passed to a European debt recovery agency.

The agency, which gave drivers an extended period to pay their vehicle's first crossing charge after the switch, said it would pursue overseas debts as vigorously as it could.

The new system replaced toll booths on the Kent side of the River Thames, and came into force on 30 November 2014. The number of unpaid penalty charges stands at around 10 per cent of the total crossings up to 31 December.



Joe Finnerty

**Submitting motoring offence pleas online is step in right direction**

**AE** TECHNOLOGY and the court system in this country don't really go together, but it's time they did.

That's why I'm all for the new service launched by the Government to allow motorists to enter pleas for minor offences online (below, right).

I can't tell you how many hours I've spent twiddling my thumbs in courtrooms – as a reporter, not a tearaway teen – while the relevant offenders, lawyers, judges and clerks are assembled for a hearing that lasts all of two minutes.

This new system, therefore, is quite a big departure, and it can't come soon enough. It'll be accessible via your smartphone, laptop or tablet and will save time and money for a currently outdated court system creaking under its own weight.

Sure, pleading guilty to speeding or driving without insurance online doesn't hold the same gravitas or impact as standing in front of a magistrate, but you can already enter a plea by post. The Make A Plea system is just the next step. You'll still face a fine or ban and that's the real deterrent.

The tech has been trialled successfully in Manchester, so the quicker it reaches courts across England and Wales, the better. However, if you are unfortunate enough to need to use the system, make sure you don't do it from your phone while driving, otherwise you'll end up needing to enter another plea!

Joe\_Finnerty@dennis.co.uk  
@AE\_Consumer

**"Make A Plea will save our outdated court system lots of time and money"**



# Fiat 500 to be given more pulling power

■ **Maker says software update will improve driveability**



**Joe Finnerty**

LAST year, Fiat came under fire from customers about the pulling power of the 1.2-litre engine in its popular 500 city car.

Drivers inundated the manufacturer with complaints about the performance of the engine when climbing hills.

While Fiat said it was a driving style issue and not a mechanical fault, it confirmed it was working on an update to improve driveability of cars in hill-start conditions.

Now Auto Express has been told the software update has been released for Fiat 500 1.2 models built without the optional electronic stability control (ESC), after owners of the car started to get in touch with us about the problem.

A spokesman said: "We are now applying the update to customers' vehicles during their next scheduled service at an official Fiat service facility."

Fiat also confirmed it was working on an update for 1.2-litre cars with ESC which should be ready from next month.

The spokesman added: "If anyone wishes to get in touch in relation to their vehicle, they can contact their dealership or call our Customer Care team on 00800 3428 0000."

**Readers complained about performance of 1.2-litre versions of city car on hills**



**DRIVING DOCTOR Paul Ripley**  
www.drd.uk.com @drpaulripley

■ **WE'VE** all heard the words 'speed kills', but it's not just any speed, it's inappropriate speed. What drivers need is a balanced outlook so they're safe, controlled and sensible.

Expert drivers operate with a 'what if' factor to prepare in case the unexpected happens. It also helps them judge how fast to approach a hazard. With practice it becomes second nature to drive in a controlled, safe manner.

**TOP TIP: Develop your 'what if' factor to approach situations in a controlled way.**

## ■ ENTERING PLEAS ONLINE

**DRIVERS** in England and Wales taken to court for minor motoring offences such as speeding or driving without insurance can now make their pleas online.

The new Make A Plea system has been launched by the Government to take pressure off the courts, which deal with around 500,000 motoring offences a year.

Motorists will be able to plead guilty or not guilty from laptops, tablets or smartphones. The national roll-out follows a successful trial in Manchester.

## ■ Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

### Legal

AA: 0906 010 1300 (p)  
RAC: 0870 5533 533 (m)  
Which?: 01992 822 800  
Consumer Direct:  
0845 404 0506  
Local Trading Standards  
Local Citizens Advice Bureau

### Used car inspections

AA: 0800 085 3007  
RAC: 0800 085 2529

### Technical advice

AA: 0870 606 1619 (m)

### Driving licences

DVLA: 0300 790 6801

### Car registration/history

HPI: 01722 422422  
AA: 0800 316 3564

DVLA: 0300 790 6802

RAC: 0800 975 5867

### Traffic information

AA: 09003 401100 (p)  
RAC: 09003 444999 (p)

### Problems with dealers

Motor Codes:  
0800 692 0825  
RMIF: 0845 839 9205 (m)  
Scottish Motor Trade  
Association: 0131 331 5510  
Problems with makers  
Motor Codes: 0800 692 0825

### Financial problems

Financial Ombudsman:  
0800 023 4567

### Safety concerns/recalls

Vehicle and Operator  
Services Agency (VOSA):  
0117 954 3300



**Inbox** What do you think?

Contact **Chris Ebbs**

mail@autoexpress.co.uk @AutoExpress

**Write to:** Watchdog/Letters, Auto Express, Dennis Publishing,  
30 Cleveland Street, London W1T 4JD



Poblete

**Our exclusive image gave glimpse of Rolls SUV's look – but readers aren't convinced by the idea**

## HOT TOPIC Rolls-Royce SUV

**FROM: barbadossim** I THINK the current Rolls-Royce Phantom is already tall enough to be classed as an SUV. Currently, the biggest and most luxurious 4x4 you can buy is the Mercedes GL. So what Rolls-Royce needs to do is make something bigger, longer and 10 times quieter, smoother and more advanced than the Mercedes GL. It needs to be much more luxurious, too, otherwise it won't be fit to be branded a Rolls-Royce SUV, and would just end up embarrassing the name and reputation of the brand. The company basically needs an SUV that would make even the Queen stand back in awe.

**Join the debate at www.autoexpress.co.uk**

■ "This car is definitely not needed and I think it will make Rolls-Royce look more like Fiat or Dacia." **Granny Pommett**

■ "A coupé convertible or traditional saloon. Anything else made by Rolls-Royce is plain wrong." **BEREAL**

■ "Why stop with the SUV? Perhaps a Rolls-Royce panel van and a utility truck as well?" **richard19.08**

## Mike's annual driving test plan not practical

**FROM: Peter Smart** MIKE Rutherford backs a one-hour annual driving appraisal (Issue 1,357). Given this would entail at least another hour round trip to the appraisal centre for the average driver, thank goodness traffic in this country is light, and our superbly maintained roads can cope with an additional 60 million hours of journeys each year.

## UK motor show would build on local success

**FROM: Phil Edwards** I ALWAYS enjoy reading about the exciting new models in Auto Express. For some time now, the UK motor industry has managed to regain its once proud reputation of being among the best car producers in the world. Is it not time the industry flew the flag at home again and organised a motor show on these shores?

## AdBlue top-ups couldn't be easier

**FROM: John Thompson** AS an HGV driver, I've been using AdBlue for years (Issue 1,357). It can sound scary to those who aren't familiar with it, but I'd like to reassure those who have cars that require AdBlue. It's just like filling up your screenwash. Most petrol stations sell it so it's easy to come by and simple to use.

## Road signs to point out serious potholes

**FROM: Colin Dempsey** WE have too many potholes and can't afford to fix them all, but they're dangerous and cause costly damage. What about an interim fix that could warn drivers of serious holes, such as a road marking to indicate serious holes in advance to give us time to avoid it? The savings would benefit all.







# Inside story

A different take on the world of motoring



## THE VIRTUAL REALITY SHOWROOM

WE LOOK AT HOW TECH IS SHAKING UP CAR SALES, WITH MAZDA DEALERS LETTING BUYERS DECIDE ON THEIR NEXT NEW MODEL USING SOPHISTICATED VIRTUAL REALITY



**Chris Ebbs**

Chris\_Ebbs@dennis.co.uk  
@AE\_Consumer

**AE** THE world of the traditional car dealer is changing. We've already visited Tesla (Issue 1,306) and Hyundai (Issue 1,347) showrooms in shopping centres, and now, as more manufacturers look to embrace new technology, Mazda is at the forefront of trialling virtual reality to show customers its new cars.

The brand is currently touring dealers across the UK with the Oculus Rift virtual reality kit (see panel, opposite) to show prospective customers the new 2 in detail and allow them to specify their car in a much more immersive way than a basic car configurator.

We headed to Invicta Mazda in Maidstone, Kent, to see for ourselves how this new technology could help

car buyers and where it could lead in the future. With the kit in place and some buyers already sitting at the table looking around the virtual car, we spoke to UK marketing director Claire Andrews to see what Mazda was hoping to achieve with its tests of the technology.

"The premise is 'How do you sell a Mazda without being in the UK?',” Andrews explains. “We want to use groundbreaking tech to show customers a new Mazda – in this case a 2 – even if we don't have one here yet.”

It's soon our turn to have a go on the futuristic-looking headset. The goggles feel cumbersome at first, but you quickly get used to them and before long you're turning your head to look at certain bits of the car and leaning forward to get closer. Changing views allow you to look at the exterior as well as the interior

from the front and from the rear, and the detail is very impressive. “With the Oculus Rift you can look at the car from all angles,” Andrews explains. “You can do things like change the colour of the trim, but also look in detail at the passenger seats or the driver's seat.”

This may seem like a gimmick, but Andrews claims 72 per cent of Mazda's pre-orders for the 2 have been based on the Oculus Rift. That's despite the fact that, after a bit more time wearing the headset, it starts to feel unnerving – you can feel queasy if you use it for too long. Still, it's an ideal way to let customers see cars that aren't on site yet, plus for small dealers that are tight on space to show potential buyers every car in the range.

Those dealers also seem keen to get the Oculus Rift permanently, according to Andrews. “The network has





**"WITH THE OCULUS RIFT YOU CAN LOOK AT THE CAR FROM ALL ANGLES. YOU CAN DO THINGS LIKE CHANGE THE COLOUR OF THE TRIM, BUT ALSO LOOK IN DETAIL AT THE PASSENGER SEATS OR THE DRIVER'S SEAT"**

**CLAIRE ANDREWS** marketing director, Mazda UK



Goggles use two identical images and motion sensor to give potential buyers immersive view of the new Mazda's interior, while customers can also walk around the car and see all angles of the exterior styling



#### TECH REVOLUTION

Our man has a look around new 2 using Oculus Rift goggles. Mazda is keen to circulate the tech to dealers that don't have stock of cars to show customers

#### POTENTIAL GOGGLES

been really positive about the tech," she adds. In terms of cost, she tells us the showroom kit can be funded by the sale of just one car. The most expensive part is the investment for the virtual car's development, although Mazda uses its own computer-aided design to make this more affordable.

While this dealer tour with the tech is solely for the 2, Mazda is likely to use it again for more of its new models. "There's already been massive demand for the new CX-3 and we want customers to experience the car before it comes here," Andrews says.

So, if dealers are keen and buyers seem to have responded positively, does that mean cars could be removed from

showrooms completely in years to come, with customers choosing to use virtual reality? Not quite, according to Andrews. "I think there will always be a place for the test drive for customers," she tells us. "This technology is very good, but you can't fully

replicate the feeling of driving the car and enjoying the ride or the handling."

This final comment from Andrews gives away the tech's limitations. No matter how clever or advanced Oculus Rift is now or becomes in the future, it can't substitute the feeling of touching the material in the car or experiencing the ride and handling. It might be a great idea for the first glimpse of a new car, but it can't replace the real thing.

**"WHILE THIS DEALER TOUR WITH THE TECH IS FOR 2, MAZDA IS LIKELY TO USE IT FOR MORE NEW CARS"**

## SO WHAT IS OCULUS RIFT AND HOW DOES IT WORK?

IT looks like an elaborate pair of deep-sea diver goggles, but Oculus Rift is in fact a hi-tech piece of virtual reality equipment.

The company behind it is based in Menlo Park, California, and early versions have been used in various applications by a number of big-name companies, and car makers are particularly interested. Along with Mazda, Audi used an Oculus Rift kit at last year's Goodwood Festival of Speed in West Sussex, giving visitors the chance to ride a virtual lap of the Silverstone race track, while Abarth took customers on a virtual tour of its factory in Turin, Italy.

The goggles need to be connected to a computer or mobile device to work, as this provides the setting or situation for the user to be in. They use a screen, placing an identical image side-by-side – one for each eye. Lenses are then placed on top of the screen, which focuses and reshapes the picture for each eye.

Embedded sensors then monitor the user's head movements to alter the image accordingly. This gives a virtual 3D world.



Otis Clay





Otis Clay



# Mercedes CLA Shooting Brake

**FIRST DRIVE** We find out if CLS-style 'estate' treatment works on smaller compact exec



Richard Ingram

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@cutt\_ings

**AE** FOLLOWING the introduction and success of the CLS Shooting Brake two years ago, Mercedes has given the same treatment to its smaller four-door coupé, the CLA. It's certainly stylish, but does a bigger boot transform it into a proper family car?

Not quite. While the 495-litre load area looks good on paper, the opening is narrow, so boxier models like the Volkswagen Golf Estate are easier to use. Shooting Brake buyers are able to specify a Load Compartment Package, though, which allows the rear seats to be moved into a more upright position to increase load volume by 100 litres. They also fold flat for 1,354 litres of space.

Room in the back has improved, with 40mm more headroom, but taller people will still find their knees rubbing on the

seats in front and their heads brushing the ceiling. Up front, the seats feel supportive and well bolstered, especially on our AMG Line test car, with plenty of adjustment for height. The dash is straight from the CLA saloon, with the usual luxuries, such as an iPad-style screen, column-mounted gearshift and chunky, leather-wrapped steering wheel.

On the move, it feels much like the standard CLA. The ride is crashy on the bigger wheels, and even the standard suspension fidgets around on all but the smoothest surfaces. The steering is short on feel at higher speeds, too.

Worse still is rear visibility. Despite the blindspot monitoring fitted to our test car, it's extremely difficult to see other

vehicles as you pull up a motorway slip road or out of a tricky junction as a result of the sloping rear quarter windows.

Automatic models, like the 220 CDI we drove, come with a seven-speed dual-clutch transmission – with Eco, Sport and Manual modes. This remaps the engine and gearbox for increasingly urgent responses. Leave it in Eco mode and the box will switch smoothly through the gears, but change it to Sport and it holds on to each ratio, often for longer than desired. VW's DSG feels slicker and more refined.

Mercedes reckons this higher-powered 175bhp 220 CDI diesel will be more popular with private buyers, while company car drivers are likely to favour

**"On the move, it's much like the standard CLA – the ride is crashy and the steering lacks feel"**





**36 AUDI Q3 HITS UK**  
Does revised compact SUV make as much sense on UK roads.

**37 FORD KUGA**  
We drive more powerful and more efficient top-spec diesel Ford 4x4.

**38 LEXUS RC F**  
Sizzling new 471bhp V8 supercoupe hits the UK to take fight to BMW M4.

**40 INFINITI Q70**  
New hybrid version of 5 Series rival promises 45mpg. Does it add up?



Even on standard wheels, CLA Shooting Brake carries over four-door model's harsh and fidgety ride

## Essentials

### Mercedes CLA 220 CDI AMG Line Shooting Brake

Price:	£32,825
Engine:	2.1-litre 4cyl diesel
Power/torque:	175bhp/350Nm
Transmission:	Seven-speed DCT, front-wheel drive
0-62mph:	8.3 seconds
Top speed:	142mph
Economy:	67.3mpg
CO <sub>2</sub> :	108g/km

**ON SALE Now**

**NEED TO KNOW...**  
"The CLA Shooting Brake is available with a choice of four trims, including mid-spec OrangeA\* for the first time. This adds a variety of stylish orange accents both inside and out."



**PRACTICALITY** Boot space with seats down is big enough, although narrow opening means you won't fit any fridges in there. Rear headroom is improved, but rear seats are still cramped

**EQUIPMENT** All CLAs come with 18-inch alloys, as well as active park assist, ambient interior lighting and cruise control, but AMG Line adds xenons, privacy glass and lowered suspension

Rear looks stylish, but shape of windows hits visibility

ake



**Our AMG Line test car was well equipped, with leather steering wheel and panoramic glass. But roof eats into rear headroom**



the 134bhp 200 CDI, with CO<sub>2</sub> emissions as low as 101g/km. With the 200 CDI costing £1,400 less like-for-like, we wouldn't step up to the faster car.

The 220 CDI uses the same 2.1-litre engine and is noisy under acceleration and clattery at idle. That said, it pulls well and settles down on the motorway. Still, BMW's equivalent diesel is more rounded, with low running costs, impressive

performance and better long-distance refinement. Mercedes expects the Shooting Brake to be more popular than the saloon, of which it's sold 100,000 globally and 8,500 in the UK since launch in 2013. Yes, it has a unique style and is more versatile than the saloon, but so is a C-Class Estate, and a similarly specced one of those costs just £3,000 more.

**P35: Hot AMG CLA 45 Shooting Brake**



## Auto Express Verdict

MERCEDES has found yet another unexplored niche with the new CLA Shooting Brake, and rivals are sure to follow suit. It drives just like a CLA and, although there's more space, it's not as usable as we'd hoped. The high price means it has to trade heavily on its looks, but a fidgety ride and noisy diesel mean the CLA never delivers the driving experience to back up its premium styling. Still, buyers out to make a style statement will love it.







# GO 3NJOY

There has never been a better time to go enjoy a brand new MG. From only £8,399 OTR the MG3 has loads of exciting extras as standard including distinctive LED daytime running lights and USB/AUX input. With over one million personalised combinations to discover, you really will get more MG for your money.

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**MG3 Fuel consumption mpg (l/100km) for MG3 Range: Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined 48.7 (5.8), CO2 Emissions 136 g/km. MG6 Fuel Consumption mpg (l/100km): DTi-TECH Urban: 48.7 (5.8), Extra Urban: 64.2 (4.4), Magnette: 59.0 (4.4), Combined: 57.6 (4.9). CO2 Mass Emission (Combined) 129 g/km.**  
Models shown MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. MG6 DTi-TECH TSE in Regal Red at £19,995. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £16,995 applies to the MG6 DTi-TECH S with no optional extras. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. From prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption figures shown are based on official EU test results and are to be used as a guide for comparative purposes and may not reflect actual driving results. For more information on MG3 and MG6 please visit [mg.co.uk](http://mg.co.uk)





**NEED TO KNOW...**  
 "This Shooting Brake uses a 355bhp four-cylinder turbo engine, and is only available with an auto box and 4WD."

# Mercedes-AMG CLA 45 Shooting Brake

## Running costs

39.8mpg (official)  
 £60 fill-up



## Essentials

### Mercedes-AMG CLA 45 Shooting Brake

**Price:** £43,120

**Engine:** 2.0-litre 4cyl turbo

**Power/torque:** 355bhp/450Nm

**Transmission:** Seven-speed auto, four-wheel drive

**0-62mph:** 4.7 seconds

**Top speed:** 155mph

**Economy:** 39.8mpg

**CO<sub>2</sub>:** 165g/km

## ON SALE Now



**PRACTICALITY** If you don't want to drop the back seats altogether, they can be moved into a more upright position, boosting the 495-litre boot by another 100 litres



**EQUIPMENT** Standard iPad-style seven-inch screen would look smarter with a thinner border, but the graphics are crisp and easy to read



**POWERTRAIN** Twin-clutch gearbox is rapid on upshifts, which sound sublime, but can be hesitant on the way down. AMG-specific gearlever feels great in your palm

## Verdict

THE AMG version of the Shooting Brake arguably makes more sense than the standard car. It's sharper in bends, less jittery on the motorway, and the turbocharged four-cylinder engine is a joy. So long as practicality isn't your main concern, and you like the looks, this AMG Shooting Brake is an interesting and satisfying performance package.



**FIRST DRIVE** 355bhp estate is savagely fast – but very expensive

**Richard Ingram**  
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 @cutt\_ings

**AE** IF the diesel CLA Shooting Brake is too dull, then there's only one other option – the Mercedes-AMG CLA 45 version. It carries over the 355bhp, 2.0-litre turbo four-cylinder petrol engine from the CLA 45 saloon, albeit with lightly revised spring and damper rates to cope with the marginally heavier body.

The extra 45kg has very little impact on the car's performance, increasing the 0-62mph time by just a tenth of a second. It feels just as eager to rev, and acceleration is equally savage thanks to the standard four-wheel drive.

All cars have the same seven-speed AMG dual-clutch gearbox as the saloon, helping the car emit a booming sound from the £460 sports exhaust – especially when you upshift under full throttle.

The suspension is understandably firmer than the standard CLA's, so it feels much more taut in bends, but without being any more uncomfortable on the motorway. The steering is well weighted, and the optional Alcantara steering wheel feels perfect in your hands.

Mercedes says the AMG Shooting Brake will return 39.8mpg and emit 165g/km of CO<sub>2</sub> – not bad for a 355bhp 'estate' car. Go for the no-cost 18-inch wheels (instead of standard 19s) and this drops to 161g/km. All cars also



Olis Clay



**Artificial leather seats and striking red detailing add a touch of flair to cabin**

come with artificial leather sports seats, red belts, AMG door sills and stainless steel pedals. Buyers can add a carbon-fibre package for £2,550 or an AMG Exclusive package for £1,640, which adds better seats and more leather.

All the practicality improvements of the standard Shooting Brake are carried over to the AMG. That means it gets the same higher roofline and bigger boot, but also the same compromised opening.

Strangely, it makes more sense than the standard car, but at more than £43,000, you'd have to love the styling to take the plunge.







**NEED TO KNOW...**  
 "The hot RS Q3 doesn't miss out on the facelift, either – it's now more powerful and also cheaper to run with improved fuel economy"

# Audi Q3

## Performance

0-62mph/top speed  
 8.9 seconds/126mph



## Running costs

47.9mpg (official)  
 £70 fill-up



## Practicality

Boot (seats up/down)  
 420/1,320 litres



**FIRST UK DRIVE** We see if newly facelifted SUV makes as much sense on British roads



**James Batchelor**

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**AE** AFTER four years and over 400,000 worldwide sales under its belt, the Audi Q3 has been given a mid-life refresh. But with a new BMW X1 arriving later this year, has it done enough to keep its newly sculpted nose in front?

The main visual change is the addition of an imposing 3D-effect Singleframe grille, complete with extra chrome trim that blends with new xenon headlamps. There's a new daytime running light design, while new, colour-coded bumpers and wheelarches also debut. To the rear, the bumpers have been reprofiled and the LED tail-light clusters now get 'scrolling' indicators.

All engines in the existing range – a 2.0-litre TFSI petrol and two 2.0-litre TDI diesels – have been tweaked to provide more power and be kinder to your wallet, while the choice of front or four-wheel drive remains. A new 1.4 TFSI turbo petrol with cylinder-on-demand tech has been added, too, and it's this engine we tried for the first time in the UK.

Available with front-wheel drive only, the 1.4-litre boasts 148bhp, claims 47.9mpg economy and emits 136g/km of CO<sub>2</sub>. Under part-throttle, two of the four cylinders shut down to help save

fuel; but, squeeze the throttle, and the cylinders fire back up so smoothly you'd never know two of them were taking a rest. Push your foot down, and 0-62mph in a swift 8.9 seconds is possible.

Drivers after some thrills in bends should look towards the X1, as the Q3's steering isn't the last word in precision or feel. Overall, though, the Audi is a highly refined car – especially on the motorway – and spacious inside, too.

One complaint of the old Q3 was a poor ride, but fine-tuning the suspension has improved things noticeably. Audi's drive select system is now fitted as standard, too, letting you tailor how aggressive the car's reactions are.

Rear passengers will enjoy good knee and headroom, plus there's 420 litres of space in the boot. Fold the rear seats down, and the capacity swells to 1,320 litres – just 30 litres shy of the X1's.

On top of the roomy cabin, there's a strong list of standard equipment. SE cars get 17-inch alloy wheels, climate control and rear parking sensors, while S line trim adds more sporty styling, lowered suspension, a powered tailgate and 'scrolling' indicators.

Top-of-the-range S line Plus cars come with 19-inch wheels, S line-embossed Alcantara seats, privacy glass and cruise control.



**Q3's classy interior is loaded with kit, while the small SUV is a refined cruiser**





## Essentials

### Audi Q3 1.4 TFSI S tronic SE

<b>Price:</b>	£27,050
<b>Engine:</b>	1.4-litre 4cyl turbo petrol
<b>Power:</b>	148bhp
<b>Transmission:</b>	Seven-speed auto, front-wheel drive
<b>0-62mph:</b>	8.9 seconds
<b>Top speed:</b>	126mph
<b>Economy:</b>	47.9mpg
<b>CO<sub>2</sub>:</b>	136g/km

**ON SALE Now**



**PRACTICALITY** Q3's boot is a good shape, and when you fold the rear seats it offers a useful maximum carrying capacity of 1,320 litres



**EQUIPMENT** You need to upgrade from SE to S line Plus to get Alcantara seats, but all models feature climate control, alloys and parking sensors



### Auto Express Verdict

IT'S hard to ignore the fact that the Q3 is starting to age in Audi's modern line-up, but this update will help to extend the car's life. While the visual facelift is handsome, it's the new 1.4 petrol which is bigger news. Smoother, quieter and nearly as punchy as a diesel, it will be cheap to run for private and company car buyers.



# Ford Kuga 2.0 TDCi

**FIRST DRIVE** Top-spec diesel gets power and efficiency boost, but it's pricey



**Dash takes cues from Focus, and top-spec model has loads of kit**



**Jonathan Burn**  
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**BEFORE** Ford introduces the new flagship Edge SUV in Europe, the brand has spruced up the Kuga with a range of efficiency and power upgrades.

Here, we drive the new range-topping 178bhp 2.0-litre turbodiesel, which has benefited from a 10 per cent power boost and a 14g/km cut in CO<sub>2</sub> emissions over the previous 2.0 TDCi. An additional 60Nm of torque provides further in-gear urgency and takes the peak figure up to 400Nm, which is distributed via Ford's intelligent all-wheel-drive system.

In a car weighing nearly 1.7 tonnes, a marginal increase in power is difficult to pinpoint. It's faster than before, but not by much – the 0-62mph sprint time of 9.2 seconds represents an improvement of seven-tenths.

Still, the engine pulls strongly throughout the rev range and remains muted. There's a slight whistle from the A-pillar at motorway speeds, although it's still as

**NEED TO KNOW...**  
"This upgraded Kuga currently sits at the top of Ford's SUV food chain, but its place will be taken later this year when the larger Edge arrives in UK showrooms"

calm and composed as before. And while the steering is accurate, we found it self-centres a bit quickly.

Driving through the snowy French Alps, we had the opportunity to put the AWD system through its paces. On a normal run, the Kuga is mostly front-wheel drive, but in more challenging conditions, power can be seamlessly sent to the rear axle to maximise traction, and it worked without a hitch.

This Titanium X Sport version costs an eye-watering £32,045, but as the trim was introduced due to customer demand, it'll likely prove a hot seller.



## Essentials

### Ford Kuga 2.0 TDCi Titanium X Sport

<b>Price:</b>	£32,045
<b>Engine:</b>	2.0-litre 4cyl turbodiesel
<b>Power:</b>	178bhp
<b>Transmission:</b>	Six-speed manual, four-wheel drive
<b>0-62/top spd:</b>	9.2 secs/126mph
<b>Economy:</b>	54.3mpg
<b>CO<sub>2</sub>:</b>	135g/km

**ON SALE Now**



**EQUIPMENT** Leather is standard on Titanium X Sport, and there's lots of room in rear. DAB radio, sat-nav, and a rear view camera also feature



**PRACTICALITY** Kuga's 406-litre boot expands to 1,603-litre maximum when you fold rear seats flat. Or set the seatbacks upright to get 471 litres

### Auto Express Verdict

THE power upgrade for this top-of-the-range all-wheel-drive diesel, as well as the new spec, push the Kuga into BMW X3 xDrive territory. But it's stylish and comes loaded with equipment as standard, plus is a well packaged all-rounder. Although it lacks the premium appeal that its price warrants, you won't feel short changed if this Ford is your SUV of choice.







RC F looks and sounds the part, but there's no disguising its weight

**NEED TO KNOW...**  
"Lexus only expects to sell around 200 RC Fs per year in the UK, and its 2016 allocation has already been snapped up"

## Essentials

### Lexus RC F

<b>Price:</b>	£59,995
<b>Engine:</b>	5.0-litre V8
<b>Power/torque:</b>	471bhp/530Nm
<b>Transmission:</b>	Eight-speed auto, rear-wheel drive
<b>0-62mph:</b>	4.5 seconds
<b>Top speed:</b>	168mph
<b>Economy:</b>	26.2mpg
<b>CO<sub>2</sub>:</b>	251g/km

**ON SALE Now**



# Lexus RC F

#### Performance

0-62mph/top speed  
4.5 seconds/168mph



#### Running costs

26.2mpg (official)  
£73 fill-up



**EQUIPMENT** Dashboard includes clear and attractive TFT instruments, with a central rev counter that changes colour with the driving mode

## FIRST UK DRIVE Verdict as BMW M4-rivalling coupé hits UK roads



**James Disdale**

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**AE** HIGH-performance Lexus models are a rare sight on British roads. In fact, since the upmarket brand made its debut over a quarter of a century ago, it has only offered two go-faster flagships – the IS F saloon and the LFA supercar.

However, that figure is set to double in 2015, with the arrival of the souped-up GS F four-door and this, the RC F coupé. We've already sampled the muscular two-door car on smooth and flowing Spanish roads (Issue 1,350); now we put it to the test on tougher British tarmac.

At the heart of the RC F's driving experience is its naturally aspirated 5.0-litre V8, which produces 471bhp – 46bhp more than a BMW M4 – and a typically bellowing soundtrack. Combined with a reasonably slick eight-speed automatic box, it allows the Lexus to blast from 0-62mph in just 4.5 seconds. Yet it never feels as fast as the figures suggest.

Peak torque isn't delivered until 4,800rpm, meaning the RC F is a little lethargic at lower speeds – it's certainly not as potent as the turbocharged M4. Acceleration is further blunted by the hefty 1,765kg kerbweight. Let the revs rise beyond 5,000rpm, however, and the coupé really begins to fly.

Given its heavyweight build, the Lexus feels remarkably composed through a series of corners. The steering is naturally weighted and precise, body movement is well contained and there's plenty of grip, too. Only in fast changes of direction and under heavy braking



Ride is firm, with no adaptive dampers



RC F features lots of equipment, while bold styling hints at the car's potential

do you become aware of the car's bulk. Our test car was fitted with the optional torque vectoring diff, which shuffles power between the rear wheels to boost agility. It works well in Normal and Track modes, but the turn-in felt artificially aggressive in the Slalom setting.

Unlike rivals, the RC F isn't available with adaptive dampers, so it suffers from a firm low-speed ride. Ridges and potholes send a shudder through the cabin, while the car fidgets on motorways.

As you'd expect with a Lexus, the interior is beautifully finished and well equipped as standard, while the bespoke TFT dials add a racy touch.

The aggressive external design cues, such as the fake bonnet vent, bulging wheelarches and tailgate spoiler, do come as a bit of a surprise, though.

But our car's bright-orange Solar Flare paint added to the RC F's kerb appeal.



**PRACTICALITY** Powered tailgate is fitted as standard and, together with wide opening, provides good access to the spacious 366-litre boot



**SEATS** Handsome sports seats are finished in high-quality, soft-touch leather. They're roomy, too, but the back seats are for children only



## Verdict

IT'S not the most thrilling high-performance coupé money can buy, but the Lexus RC F isn't without its charms. The 5.0-litre V8 needs to be worked hard, but it sounds good and relishes revs. And, while the ride is firm, handling is approachable and engaging. Factor in the build quality and a generous kit count, and the RC F is an interesting alternative.







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## Infiniti Q70 Hybrid

**FIRST DRIVE** Is petrol/electric exec a contender?

### Infiniti Q70 Premium Tech Hybrid

<b>Price:</b>	£46,600
<b>Engine:</b>	3.5-litre V6, electric motor
<b>Power:</b>	355bhp/640Nm
<b>Transmission:</b>	Seven-speed auto, rear-wheel drive
<b>0-60/top spd:</b>	5.3 secs/155mph
<b>Economy:</b>	45.6mpg
<b>CO<sub>2</sub>:</b>	145g/km

**ON SALE Now**



**AE** NOW that Infiniti has boosted the Q70 range with a new 2.2-litre diesel, capable of 57.6mpg and 129g/km, it's unlikely the few UK customers in the market for this exec will look anywhere else. For better refinement and more performance, though, the cleaner Hybrid model is still worth considering.

Economy and emissions have improved from 40.4mpg and 162g/km to 45.6mpg and 145g/km over the old M35h, but it still doesn't stack up very well against rivals. The 215bhp BMW 530d saloon, for example, costs £2,345 less, claims 53.3mpg and 139g/km, and still covers 0-62mph in 5.8 seconds.

Okay, the Q70 Hybrid is half a second faster from 0-62mph on paper, but it never feels sporty. Squeeze the throttle and the engine/motor combination makes for effortless progress, but push it further and the acceleration takes a good few seconds to arrive.

More sound deadening and soft suspension settings make it a quiet and comfortable cruiser, but the overly weighted steering and the car's bulk mean corners are best taken slowly.

The cabin is comfortable and well equipped, but the controls are dated. The battery pack reduces the standard car's 450-litre boot by 100 litres, too.



**Cabin is ageing fast, but it's comfortable and quiet, as there's plenty of sound deadening**



### ON THE ROAD

**Soft suspension ensures the Infiniti rides comfortably, but steering has too much weight for any fun, plus car's sheer bulk becomes an issue. If you must have a hybrid in this class, a Lexus GS 450h is a much better buy**



### Verdict

If you're after a refined and comfortable way to travel, there's a lot to like about the Q70 Hybrid. If you enjoy driving, then we'd steer clear. Also, the numbers don't stack up next to diesel-powered rivals, while a wave of newer plug-ins will soon eclipse it.



## Coming soon



### BMW 3 SERIES PLUG-IN MID 2016

This 140mpg, 50g/km 3 Series is capable of 22 miles on electric power, but should still be sharp to drive.

#### SUPERMINIS

Fiat 500	2016
Ford Ka	mid 2015
Ford Fiesta	2017
Honda Jazz	early 2015
Mazda 2	spring
Renaultsport Twingo	late 2015
Renault ZOE update	spring
Renault 5	late 2015
SEAT Ibiza	2016
Vauxhall Adam Grand Slam	April
Vauxhall Corsa VXR	spring
Vauxhall Viva	spring

#### FAMILY CARS

Alfa Romeo Giulia	late 2015
Alfa Romeo Giulia Estate	late 2015
Audi A3 three-cylinder	late 2015
Audi A4	mid 2015
BMW 1 Series facelift	mid 2015
BMW 3 Series Plug-in	mid 2016
BMW i5	2016
Ford Mondeo Vignale	mid 2015
Honda FCEV	mid 2015
Infiniti Q30	early 2016
Jaguar XE	spring
Mercedes CLA Shoot. Brake	mid 2015
MG5	2015
MINI Clubman	mid 2015
Nissan Leaf	mid 2016
Porsche Panamera estate	2016
Skoda Superb	summer
Skoda Fabia estate	mid 2015
Tesla Model III	2016
Toyota Prius	late 2015
Toyota Mirai	late 2015
Vauxhall Astra	late 2015
VW Beetle Dune	late 2015
VW Golf Alltrack	mid 2015
VW Golf CC	2015
VW Golf R estate	spring
VW Passat Alltrack	summer
VW Passat GTE	June

#### SPORTS CARS

Alfa 4C Stradale	2015
Alfa 6C	2016
Aston Martin DB9	late 2016
Aston Martin V8 Vantage	early 2016
Audi A5	spring 2016
Audi A9	
Audi R4	2016
Audi R8	mid 2015
Audi TT Sportback	2016
Audi TT Sport Quattro	2016
BMW M1	2016
BMW M2	mid 2015
Caterham sports car	2016
Chevrolet Corvette Z06	spring
Ferrari 488 GTB	spring
Fiat Spider	late 2015
Ford GT	2016
Ford Focus RS	2016
Ford Mustang	mid 2015
Honda Civic Type R	late 2015
Honda NSX	late 2015
Infiniti Q60	2016
Jaguar XE SVR	early 2016
Kia GT4 Stinger	2016
Lamborghini Asterion LP910-4	2017
Lexus GS F	late 2015
Lexus RC	late 2015
Lexus LF-LC	2016
Maserati Alfieri	2016
Maserati GranTurismo	late 2017
McLaren P13	2015
Mercedes-AMG GT	early 2015
Mercedes C 450 AMG Sport	spring
MG TF replacement	2015
MINI JCW	mid 2015
Nissan Pulsar Nismo	late 2015
Peugeot 308 R	mid 2015
Porsche Cayman GT4	mid 2015
Porsche GT3 RS	mid 2015
Porsche 911 facelift	late 2015

Porsche 961	2017
Porsche Pajun	2017
Renault Alpine	late 2015
Toyota FT-1 (Supra)	late 2015
Vauxhall Monza	2015

#### SUVs

Alfa Romeo SUV	early 2016
Aston Martin SUV	2017
Audi Q1	2016
Audi Q5	2016
Audi Q6	2016
Audi Q7	mid 2015
Audi Q8	2017
Audi RS Q1	late 2016
Bentley Bentayga	2016
BMW X3	2016
BMW X7	2018
Dacia Duster facelift	2016
Ford Edge	mid 2015
Honda CR-V	mid 2015
Honda Vezel	2015
Infiniti QX30	late 2015
Jaguar F-Pace	2016
Kia Sorento	mid 2015
Lamborghini Urus	2017
Land Rover Defender	2016
Maserati Levante	2016
Mazda CX-3	mid 2015
Mercedes GLC	2015
Mercedes GLE Coupé	2015
Mercedes baby SUV	2017
Peugeot Quartz	2016
Porsche Cayenne Coupé	2017
Porsche Macan Turbo S	2015
Porsche Macan GTS	2015
Range Rover Sport SVR	spring
Renault Kwid	2016
Renault Kadjar	August
Renault seven-seat SUV	2016
SEAT IBX	2016
Skoda Yeti+2	2016
SsangYong Tivoli	2015
Suzuki Vitara	April
Tesla Model X	2015
Toyota C-HR	2017
Volkswagen Taigun	2015
Volkswagen Tiguan	2016
Volkswagen T-ROC	2016
Volvo XC40	2018
Volvo XC60	late 2015
Volvo XC90	early 2015

#### PEOPLE MOVERS

BMW 2 Series Gran Tourer	summer
Ford C-MAX facelift	spring
Ford Grand C-MAX facelift	spring
Ford S-MAX	early 2015
Mercedes R-Class	2016
VW Touran	March

#### CABRIOLETS

Audi R8 Spyder	2016
Audi TT Roadster	2015
Alfa Romeo 4C Spider	early 2015
Fiat 124 Spider	summer 2016
Ford Mustang Convertible	2015
Jaguar F-Type SVR	late 2015
Lamborghini Huracán Spyder	late 2015
Mazda MX-5	mid 2015
Mercedes C-Class Cabriolet	2015
Mercedes S-Class Cabriolet	2015
MINI Convertible	2016
Range Rover Evoque Cabriolet	2015
Rolls-Royce Wraith Drophead	2016
VW Beetle Dune cabriolet	late 2015

#### LUXURY CARS

BMW 7 Series	mid 2015
Cadillac ELR	late 2015
Infiniti Q80	2020
Jaguar XF	late 2015
Mercedes-Maybach S 600	spring
Mercedes S-Class Pullman	2015
Rolls-Royce Phantom	2017
VW Phaeton	late 2016
Volvo S90	2016



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# FORMULA ONE 2015 SEASON PREVIEW

Our eight-page countdown kicks off with Jenson Button rating the chances of his reborn McLaren-Honda team



**Steve Fowler**  
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@stevefowler

**AE** CAN anyone stop Mercedes? That's the question on everyone's lips as the 2015 Formula One season blasts into action this weekend in Melbourne, Australia. Reigning champion Lewis Hamilton and his bitter rival Nico Rosberg are expected to once more fight it out for the title – but could previous champions Sebastian Vettel at Ferrari and Fernando Alonso at McLaren have anything to say about that?

Of course, Alonso isn't the only past champion at McLaren – 2009 title holder Jenson Button is still there and keener than ever to get racing. We caught up with him at the recent Geneva Motor Show to find out how the McLaren-Honda partnership is shaping up, and how he feels about going head-to-head with Alonso in the same team.

**How has Honda changed since 2008, when you drove for the Honda Racing team?**

"It's different, but I think it's different because the power unit is so different. Back then it was just a straightforward

V10, then a V8 – now it's a V6 turbo with an electric motor, so there's a lot more for them to get their teeth into and it's been really interesting to see how they've done that.

"We've had issues in testing, but it's about learning from those issues and making it better. The good thing is that it's very open between McLaren and Honda and we see everything. We're working together and you'll see massive improvements from us throughout the year.

"I love working with Honda as I did in the noughties – we had some great times and some tough times. Some of the cars weren't as pretty as perhaps they should've been, but the thing I love about Honda is they're so passionate about motor racing, from Mr Honda

**"We've had issues in testing, but it's about learning from those issues and making things better"**

all the way through. They've always thought of motor racing as the pinnacle; they build road cars to go motor racing, not the other way around, and that's what I love about them."

**What are you most looking forward to this year?**

"The start of the season – we're not going to be fighting for a win, but I think maximising what you have is all we can do right now and I love the start of the season. Albert Park is cool, there are good crowds there. I've won there three times so it holds good memories for me."

**How much has Formula One changed over the past 16 years?**

"Massively. That's why I'm still here – it changes all the time. In a lot of sports, nothing changes. But in Formula One different technologies come and go, different teams come and go, manufacturers come and go. This is my 16th year in Formula One, which is mad."







New MP4-30 looks great, although it's had troubled start in testing – but Button says he's enjoying the challenge

**"I'd rather be winning grands prix, but it can be just as exciting to build a team, see the development and see the dream in the final stages"**



Jenson is promising big improvements over the course of the season



Our man Fowler catches up with Button at the Geneva Motor Show, and finds out why he can't wait for lights to finally go out in Australia at the weekend

### Are the cars easier to drive these days?

"They're so technically advanced these days – physically, they're not as hard and they're much easier than they were 10 years ago. But mentally, they're a lot tougher – there's so much more going on and so much more to work with and to adjust, which is good. I like learning new things and you never stop learning in F1."

### Last year I tipped you to win the championship... Should I do that this year?

"No. Why did you do that? Did you not see winter testing? We're a good chunk behind Mercedes – I think everyone is. They've done an amazing job once again. It was always going to be difficult for everyone to close that gap and we're in a very different situation – most people have arrived with their car thinking they can tweak it through the year."

"For us, you'll see big improvements, big chunks of lap time coming off. It's an exciting position to be in, tough at the beginning, but definitely exciting. I'd rather be winning grands prix, of course, as every single racing driver would, but sometimes it's just as exciting to build a team up and to see the development and to see the dream in the final stages. So it's a lot of hard work right now, but we'll get the results we want."

### Reliability problems aside, do you sense that your new car is quick?

"That one's tricky – I can sense it's got a good feel about it, definitely. A driver knows when he gets in the car, and it already feels more complete than last year's car – you jump in it and everything feels right. It's predictable and that's the most important thing right now. Now we're not quick and a lot more work is needed to be quick, but the basic car is good. If we get to the end of the year and we're not quick enough, we just haven't put enough pace into the car, but the basic car is very strong, it's got a very good base."

### Do you think McLaren has changed with Honda coming on board?

"The partnership with Mercedes was a great partnership, and we won many grands prix. But when you're the sole team working with a manufacturer, you share every detail, and Honda and McLaren are amazing organisations. When you put them together they help each other in different ways. It's very open and that's the most important thing. That's how you're going to get the best out of the power unit and the car."

### How do you feel about going up against Alonso?

"In testing, you can't compare lap times – you're always running different fuel loads and different tests. I've got a lot of respect for Fernando – we've been through a lot together over the years, in different categories and different formulae, and he's an intelligent guy. I like the way he goes motor racing – it's not just about one lap, he understands the bigger picture of building a team around him. I'm looking forward to the partnership – we've got 500 grands prix between us, which is important when it comes to the development of this car. In the end, we want to beat each other – that's F1 – but right now we're working really well together."

PAGE 44: TV experts' title tips



## Q&A YASUHISA ARAI

Motorsport chief, Honda

### Why is Honda back in F1?

"THE new, more environmentally friendly regulations [are one reason] – they provide lots of technical challenges. And the Honda DNA is about racing, so we have to race."

### Why are you an engine supplier and not a team owner like last time?

"It's what we're best at. Last time, there were difficulties in logistics and management. We wanted to concentrate on the technology."

### What are your biggest challenges this year?

"We left seven years ago, so we don't have experience of F1 now. There's a steep learning curve; we enjoy trying to solve these issues."

### What does success look like for you in 2015?

"We want to be competitive in the races. We're in a difficult situation because of the lack of laps in winter tests, but most of the data gathering was good."

### Will you win races?

"That's our target. During the first races we will push hard to learn and help to achieve our dream."

### Why McLaren?

"We have a very fruitful history together [producing title-winning cars (below) for Ayrton Senna] and I respect the way they always think about the win, and concentrate on technology."







**Stephen Errity**

Stephen\_Errity@dennis.co.uk

**AE** WITH 182 grand prix starts and extensive TV coverage experience between them, Sky Sports F1 pundits Martin Brundle and Anthony Davidson are perfectly placed to predict what will happen in the new season – so that's what Auto Express asked them to do when we met for a chat.

Hamilton vs Rosberg is the obvious place to start – so will anything have changed over the winter and does either Mercedes driver hold the upper hand ahead of this weekend's Australian GP?

"Nico isn't going to be able to reinvent himself," reckons Brundle. "He has to figure out those tiny areas where Lewis is finding speed over him. He outqualified Lewis comprehensively last year, but he never passed Lewis and made it stick."

"He has to psychologically destabilise him, play on the fact that Lewis has been busy just being world champion and now has to defend his title. Still, I wouldn't want the job of trying to beat Hamilton in the same car this year!"

## Pressure

Former Minardi and Super Aguri driver – and current World Endurance Champion with Toyota – Davidson agrees Rosberg has his work cut out, adding: "Lewis is riding high and in many ways there's even more pressure on Nico this year."

"Lewis knows what he has to do to beat Nico, and he still won the title despite [having] more bad luck. We should expect the same situations as last year, with Nico outqualifying Lewis but things coming to a head in the race."

All things being equal, Fernando Alonso should be challenging Hamilton and Rosberg for the title – but even after his expected comeback at the Malaysian GP, he and team-mate Jenson Button must be patient as McLaren's new engine partner Honda struggles with reliability. "Whatever he says about how happy he is, you can't be happy seeing the Ferrari suddenly find pace, having walked away after so many years," says Brundle. "Only Alonso could try to make that a positive."

Yet Davidson believes the scale of the challenge at McLaren could be motivating, saying: "Button has been in this situation before and Fernando had a few miserable years at Renault. It's more frustrating when you're almost good enough (like Fernando was at Ferrari) but never quite get that podium or victory, so to start from scratch with a new situation and a new challenge can be better, even if you've a long way to go."

Someone who looks a lot happier with their winter move is Sebastian

**"Davidson believes the scale of the challenge facing McLaren drivers could be motivating"**



All smiles between Nico and Lewis ahead of the new season, but how long before pressure will start to tell again?

# Hamilton's the man again as F1 blasts

Sky Sports experts Martin Brundle and Anthony Davidson give

Vettel, settling in nicely in what looks like a competitive Ferrari. But as Brundle notes, the man who brought the four-time champ to Maranello, ex-team boss Marco Mattiacci has been replaced by Maurizio Arrivabene. "The stopwatch means more than personal relationships," he adds, "and the car's been fast."

"Ferrari seems like it'll give Vettel the space and support he needs to grow to be team leader. He needed to go. He could see the train of young Red Bull drivers coming, he'd won his titles, and he couldn't afford another year of being beaten by Daniel Ricciardo."

Davidson agrees, saying: "This could be the making of Vettel – if he could pull Ferrari up to become world champion again, he'll get legendary status. That's what a lot of the greats did. A mark of a

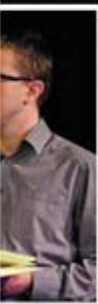


Our experts are certain Vettel will be a title contender in the revitalised Ferrari





Latest Mercedes showed great pace in winter testing, and Brundle (left) and Davidson tell our man Errity it'll be the car to beat again in the 2015 season



**"Lewis is riding high, and in many ways there's even more pressure on Nico. So we should expect the same situations as last season"**

ANTHONY DAVIDSON Sky TV pundit

# an to beat s back to life

us their thoughts on the new season



Sainz (left), Verstappen ones to watch

true talent is to be able to win titles in different teams, as Lewis has done."

Further down the grid, a lot of focus will be on Toro Rosso's two rookies: Max Verstappen and Carlos Sainz Jr. Verstappen, 17, has grabbed headlines as F1's youngest-ever driver, but the consensus is that if he's good enough, he's old enough. Brundle says: "I don't blame him for grabbing his chance; you don't know when it'll come again. He'll

make mistakes, but if he can ignore the pressure and deliver, he's championship material. The early signs are he's got it."

Davidson is "genuinely excited" to see Verstappen and Sainz go head-to-head, but adds: "It's frustrating not to have a known quantity like Jean-Eric Vergne or Daniil Kvyat in the other car to measure either of them against. But their pedigrees speak for themselves."

"There were doubts over Kimi Raikkonen and he turned out fine! We're looking at at least one exceptional talent – maybe two."

Yet when all's said and done, the key question is who'll be celebrating at the end of 2015, and our experts agree that Hamilton's in pole position as we enter the season. Now it's all eyes on Australia for an early idea if they've called it right.

Q&A

## CLAIRE WILLIAMS

Williams team principal



**AFTER** finishing third in last year's constructors' standings, Williams has raised expectations. So can it deliver again – and even win a race in 2015? Team principal Claire Williams reveals all.

**Is Williams where it wants to be heading into the season?**

"IT'S always difficult to judge where you stand, as we don't know what our rivals' plans are. We've been happy with the programme we've completed and have put some good mileage into the car."

**Do you sense any major shifts in performance from any teams over the winter?**

"The Ferraris seem to have made a big step, so it'll be interesting to see how they perform in Melbourne, but I think we're still in the mix, which is the key thing."

**Is finishing third again (possibly with a win or two along the way) a realistic goal for 2015?**

"We always approach a season trying to win races. And off the back of last season, when we had a very competitive car but didn't quite manage to get on the top step of the podium, it would be a big achievement to claim a win in 2015."

**How does not having a direct relationship with a manufacturer affect how Williams goes about racing?**

"It gives us a certain degree of independence that some other teams don't have. We have a very

close-knit, transparent leadership structure at Williams and that allows us to make decisions quickly that are in the best interests of our team and are in keeping with our culture."

"Having said that, support from a manufacturer can have real benefits, not least financially. That's not to say we can't compete with manufacturer-backed teams – our track record last season speaks for itself."

**F1 recently decided to defer any major technical rule changes until 2017 at the earliest. Is Williams satisfied with the current regulations?**

"The rules as they stand are clearly working for us and have allowed our team to produce a strong and competitive platform. Stability in future years will only help us build on and further hone this and would be an advantage for us. We also believe that stability in the technical and sporting regulations helps teams keep costs at a stable level. We're working hard to make sure that future changes keep costs down and improve the show for fans."

**TURN OVER FOR YOUR GRID GUIDE  
FULL F1 RUNNERS AND RIDERS LIST**

P46: Details on cars, drivers and teams, plus race calendar





## MERCEDES

@MercedesAMGF1

Engine Mercedes Races 108 Wins 29  
Titles 1 Last year 1st (701pts)

MERCEDES was ominously quick and reliable in the three pre-season tests, with many observers predicting this year will see another Hamilton vs Rosberg showdown for the title with no-one else getting a look in. The team's management will once again have to be at the top of its game to oversee the sometimes fractious relationship between the pair, but it really does look to be a case of when, not if, a Silver Arrows driver takes the title in 2015. Only a radical in-season improvement from another team – most likely Red Bull or Ferrari – could upset the order.

**OUR VERDICT** It looks as though Mercedes is going to start this season where it finished the last, holding a clear advantage over the rest of the field.



## Drivers

### #44 Lewis Hamilton

Races 148 Wins 33 Titles 2  
Last yr 1st (384pts) Age 30  
Twitter @LewisHamilton

**DID YOU KNOW?** Hamilton is the only current driver to win a race in every F1 season he's entered.



### #6 Nico Rosberg

Races 166 Wins 8 Titles 0  
Last yr 2nd (317pts) Age 29  
Twitter @nico\_rosberg

**DID YOU KNOW?** Nico is expecting his first child with wife Vivian in August.



## RED BULL RACING

@redbullracing

Engine Renault Races 184 Wins 50  
Titles 4 Last year 2nd (405pts)

AFTER Sebastian Vettel's four years of domination, Red Bull was brought back down to earth last season. The German has now departed for Ferrari, making way for young Russian Daniil Kvyat to step up from Toro Rosso and take on Daniel Ricciardo – the only non-Mercedes driver to win a race in 2014. The Aussie marked himself out as a true star and potential future champion with his performances last year, but on testing form Red Bull will be more concerned about battling Ferrari and Williams than chasing down Mercedes when the flag falls in Melbourne.

**OUR VERDICT** Red Bull's in much better shape than it was at the start of 2014, but it'll be vying with Williams and Ferrari for the title of 'best of the rest'.



## Drivers

### #3 Daniel Ricciardo

Races 69 Wins 3 Titles 0  
Last yr 3rd (238pts) Age 25  
Twitter @danielricciardo

**DID YOU KNOW?** Ricciardo's father is originally from Sicily and his mother from Calabria in southern Italy.



### #26 Daniil Kvyat

Races 19 Wins 0 Titles 0  
Last yr 15th (8pts) Age 20  
Twitter @Dany\_Kvyat

**DID YOU KNOW?** Kvyat currently lives in Rome, and speaks English, Spanish and Italian, as well as Russian.



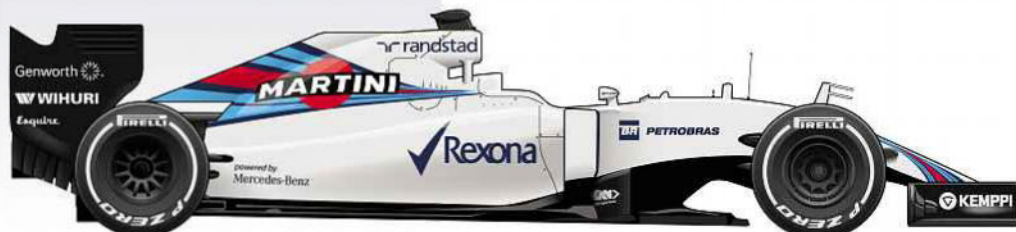
## WILLIAMS

@WilliamsRacing

Engine Mercedes Races 630 Wins 114  
Titles 9 Last year 3rd (320pts)

WILLIAMS finally emerged from the doldrums in 2014, and was frequently Mercedes' closest challenger, although unlike Red Bull it failed to win a race, so it finished third in the standings. There's a sense that the Oxfordshire-based team has reached the limit of what can be achieved with its current resources, so while a step up to Mercedes' level seems unlikely, it should still be able to give Ferrari and Red Bull a decent fight for a podium position at every round. In the cockpit, the rapid Valtteri Bottas will probably have the edge on veteran Felipe Massa once more.

**OUR VERDICT** Needs to take at least one race victory this season to consolidate last season's progress – although considering the pace of the Mercedes, that's a big ask.



## Drivers

### #77 Valtteri Bottas

Races 38 Wins 0 Titles 0  
Last yr 4th (186pts) Age 25  
Twitter @ValtteriBottas

**DID YOU KNOW?** This is Bottas' fifth year with Williams, after two years as test driver from 2011.



### #19 Felipe Massa

Races 212 Wins 11 Titles 0  
Last yr 7th (134pts) Age 33  
Twitter @MassaFelipe19

**DID YOU KNOW?** Massa supports Turkish football club Fenerbahce, formerly managed by Brazilian soccer legend Zico.







## FERRARI

@InsideFerrari

Engine Ferrari Races 890 Wins 221  
Titles 16 Last year 4th (216pts)



AFTER a tumultuous 2014, marked by two changes of team principal and its first season without a win since 1993, Ferrari seems to have turned a corner over the winter following the signing of Sebastian Vettel from Red Bull. Both he and team-mate Kimi Raikkonen made positive noises about the car in testing and the hybrid powerplant now seems to be strong and reliable. As ever, Ferrari isn't short of resources, and if any team can make sufficient gains over the season to challenge Mercedes, this is it. The fresh environment should benefit Vettel, too.

**OUR VERDICT** Needs to get back to winning ways in 2015. If Vettel settles into his new surroundings quickly, he could become a thorn in the side of the Mercedes pair.

## Drivers

### #5 Sebastian Vettel

Races 139 Wins 39 Titles 4  
Last yr 5th (167pts) Age 27  
Twitter N/A

**DID YOU KNOW?** Vettel is the youngest single, double, triple and quadruple world champion in F1 history.



### #7 Kimi Raikkonen

Races 213 Wins 20 Titles 1  
Last yr 12th (55pts) Age 35  
Twitter N/A

**DID YOU KNOW?** Kimi's first child, son Robin, was born to fiancée Minna-Mari in January.



## McLAREN

@McLarenF1

Engine Honda Races 767 Wins 182  
Titles 8 Last year 5th (181pts)



McLAREN has endured a difficult round of winter testing, dogged by reliability issues for its new Honda drivetrain. The Japanese giant is a year behind the other engine manufacturers in coming to grips with F1's complex V6 hybrid regulations, so it could take the rest of 2015 to get on terms. Alonso, Button, McLaren and Honda is a potentially title-winning combination, but it's going to take a while to realise that potential – and Alonso is already at a disadvantage, with an accident in testing forcing him off the grid in Melbourne. Test driver Kevin Magnussen will take his place.

**OUR VERDICT** This is going to be a development year for McLaren as it gets the Honda engine partnership up and running. Strong results are unlikely.

## Drivers

### #14 Fernando Alonso

Races 236 Wins 32 Titles 2  
Last yr 6th (161pts) Age 33  
Twitter @alo\_oficial

**DID YOU KNOW?** After many years living in Switzerland for tax reasons, Alonso has moved back to Spain.



### #22 Jenson Button

Races 268 Wins 15 Titles 1  
Last yr 8th (126pts) Age 35  
Twitter @JensonButton

**DID YOU KNOW?** Button married long-time girlfriend, model Jessica Michibata, in Hawaii back in December.



## FORCE INDIA

@ForceIndiaF1

Engine Mercedes Races 131 Wins 0  
Titles 0 Last year 6th (155pts)



ALONG with Sauber and Lotus, Force India was one of the smaller F1 teams to threaten a boycott of last year's United States Grand Prix in a dispute about how the sport's wealth is shared out, and it looks to be on a far from solid footing as the new season begins. It missed the first test entirely, brought its 2014 car to the second test and only unveiled its 2015 car at the final test. That lack of running time will cost drivers Sergio Perez and Nico Hulkenberg dearly and gives both Lotus and Toro Rosso the opportunity to make hay while Force India plays catch-up.

**OUR VERDICT** Force India is starting the 2015 season on the back foot and looks unlikely to make any big strides over the coming months.

## Drivers

### #11 Sergio Perez

Races 77 Wins 0 Titles 0  
Last yr 10th (59pts) Age 25  
Twitter @SChecoPerez

**DID YOU KNOW?** Perez says he would have become a lawyer if he hadn't gone into motor racing.



### #27 Nico Hulkenberg

Races 77 Wins 0 Titles 0  
Last yr 9th (96pts) Age 27  
Twitter @NicoHulkenberg

**DID YOU KNOW?** Hulkenberg will compete at the Le Mans 24 Hours in June for the Porsche factory team.







## TORO ROSSO

@ToroRossoSpy

Engine Renault Races 166 Wins 1  
Titles 0 Last year 7th (30pts)

ALL eyes will be on Toro Rosso's high-profile drivers in Melbourne: Carlos Sainz Jr (son of the Spanish double World Rally Champion) and Max Verstappen (son of ex-F1 driver Jos and at 17 the sport's youngest-ever entrant). On paper, the older, more experienced Sainz should lead the way, while Verstappen will hope to do better than another highly rated youngster, Kevin Magnussen – axed from a race seat after just a season. This year, the Renault engine appears stronger and more reliable, and the team's been working on aerodynamics, so all looks good for a strong midfield attack.

**OUR VERDICT** After many years of mediocrity, a promising car and an exciting driver line-up could give Toro Rosso the opportunity to spring a surprise or two this season.



## Drivers

### #33 Max Verstappen

Races 0 Wins 0 Titles 0  
Last yr N/A Age 17  
Twitter @Max33Verstappen

**DID YOU KNOW?** Max's mother Sophie is the sister of successful GT racing driver Anthony Kumpen.



### #55 Carlos Sainz Jr

Races 0 Wins 0 Titles 0  
Last yr N/A Age 20  
Twitter @carlossainz

**DID YOU KNOW?** Sainz Jr was the 2014 Formula Renault 3.5 drivers' champion, having taken seven race victories.



## LOTUS

@Lotus\_F1Team

Engine Mercedes Races 58 Wins 2  
Titles 0 Last year 8th (10pts)

AFTER a promising 2013 was followed up with a very wobbly 2014, Lotus seems to have steadied the ship over the winter and looks in reasonably good shape headed to Melbourne. The switch from troublesome Renault to strong Mercedes power should give a major boost and Romain Grosjean is probably the most underrated driver on the grid – given the chance, he'll ruffle feathers. Venezuelan Pastor Maldonado's sponsorship is important to the team's financial stability, but his ongoing tendency to have silly accidents will limit the amount of points it can bring home.

**OUR VERDICT** Lotus looks on course for a much stronger performance this season than the last – watch out for the pace of Swiss Grosjean in particular.



## Drivers

### #8 Romain Grosjean

Races 66 Wins 0 Titles 0  
Last yr 14th (8pts) Age 28  
Twitter @RGrosjean

**DID YOU KNOW?** Grosjean won the AutoGP and GP2 titles after his lacklustre first F1 stint in 2009.



### #13 Pastor Maldonado

Races 77 Wins 1 Titles 0  
Last yr 16th (2pts) Age 29  
Twitter @Pastormaldo

**DID YOU KNOW?** Having been close to Venezuelan president Hugo Chavez, Maldonado was in guard of honour at his funeral.



## MANOR MARUSSIA

@ManorF1Team

Engine Ferrari Races 55 Wins 0  
Titles 0 Last year 9th (2pts)

MANOR'S former backer Marussia stopped funding the team after the Russian Grand Prix last season and that looked to be the end of the road for the squad, based in Banbury, Oxfordshire. But a consortium of investors led by Ovo Energy founder Stephen Fitzpatrick brought it out of administration and the race is now on for it to be on the grid in Melbourne this weekend. Former Sainsbury's boss Justin King is part of the outfit's renewed management structure, and his son Jordan, who's racing in GP2 this year, could be part of the team's long-term plans.

**OUR VERDICT** Manor is simply focused on getting its cars to the track and finishing races for now. Over the coming months, anything else will be a major bonus.



## Drivers

### Will Stevens

Races 1 Wins 0 Titles 0  
Last yr 23rd (0pts) Age 23  
Twitter @WillStevens\_

**DID YOU KNOW?** Stevens made his Formula One debut for Caterham in Abu Dhabi last year.



Manor has yet to confirm its second driver for 2015.

TBC



## SAUBER

@SauberF1Team

Engine Ferrari Races 384 Wins 1  
Titles 0 Last year 10th (Opts)



THINGS can only get better for Sauber after a dismal 2014 in which it scored zero points for the first time in its 21-year history. Fortunately, the Swiss team's new car looked good in testing and it's signed a promising talent in 22-year-old Brazilian Felipe Nasr. He's joined by ex-Caterham man Marcus Ericsson – a solid but not blindingly quick driver who gave a reasonably good account of himself in difficult circumstances with the now-defunct team. With Lotus and Toro Rosso both looking to have made progress over the winter, the pressure is on Sauber to keep up.

**OUR VERDICT** Sauber simply must start achieving points-scoring finishes on a regular basis again to secure its long-term future in the sport.

## Drivers

### #9 Marcus Ericsson

Races 16 Wins 0 Titles 0  
Last yr 19th (Opts) Age 24  
Twitter @Ericsson\_Marcus

**DID YOU KNOW?** Ericsson tested for the Brawn F1 team in 2009, before a four-year stint in GP2.



### #12 Felipe Nasr

Races 0 Wins 0 Titles 0  
Last yr N/A Age 22  
Twitter @FelipeNasr

**DID YOU KNOW?** Last season, Nasr served as Williams' test and reserve driver, as well as racing in GP2.



# F1 race calendar 2015

We list the key dates for your diary ahead of the new 20-round grand prix season

WHEN the new F1 season starts on Sunday, you'll need a Sky subscription to watch live. As usual, it's covering all 20 races in the provisional calendar – a venue for July's German GP is to be confirmed – with the BBC screening 10 rounds live, plus highlights of every other race.

**10-12 April**

**China** (Shanghai)

Track: Shanghai Lap record: 1:32.238 (M Schumacher)

WATCH  
LIVE ON SKY

**13-15 March**

**Australia** (Melbourne)

Track: Albert Park Lap record: 1:24.125 (M Schumacher)

WATCH  
LIVE ON SKY

**27-29 March**

**Malaysia** (Kuala Lumpur)

Track: Sepang Lap record: 1:34.223 (JP Montoya)

WATCH  
LIVE ON SKY & BBC

**22-24 May**

**Monaco** (Monte Carlo)

Track: Monaco Lap record: 1:14.439 (M Schumacher)

WATCH  
LIVE ON SKY

**5-7 June**

**Canada** (Montréal)

Track: Gilles Villeneuve Lap record: 1:13.622 (R Barrichello)

WATCH  
LIVE ON SKY & BBC

**19-21 June**

**Austria** (Spielberg)

Track: Spielberg Lap record: 1:08.337 (M Schumacher)

WATCH  
LIVE ON SKY

**3-5 July**

**Great Britain** (Silverstone)

Track: Silverstone Lap record: 1:33.401 (M Webber)

WATCH  
LIVE ON SKY & BBC

**17-19 July**

**Germany** (TBC)

Track: TBC Lap record: TBC

WATCH  
LIVE ON SKY

**24-26 July**

**Hungary** (Budapest)

Track: Hungaroring Lap record: 1:19.071 (M Schumacher)

WATCH  
LIVE ON SKY & BBC

**21-23 August**

**Belgium** (Spa)

Track: Spa-Francorchamps Lap record: 1:47.263 (S Vettel)

WATCH  
LIVE ON SKY & BBC

**4-6 September**

**Italy** (Monza)

Track: Monza Lap record: 1:21.046 (R Barrichello)

WATCH  
LIVE ON SKY

**18-20 September**

**Singapore** (Singapore)

Track: Marina Bay Lap record: 1:48.574 (S Vettel)

WATCH  
LIVE ON SKY

**25-27 September**

**Japan** (Suzuka)

Track: Suzuka Lap record: 1:31.540 (K. Raikkonen)

WATCH  
LIVE ON SKY & BBC

**9-11 October**

**Russia** (Sochi)

Track: Sochi Autodrom Lap record: 1:40.896 (V Bottas)

WATCH  
LIVE ON SKY & BBC

**23-25 October**

**United States** (Austin)

Track: Circuit of the Americas Lap record: 1:39.347 (S Vettel)

WATCH  
LIVE ON SKY

**30 October-1 November**

**Mexico** (Mexico City)

Track: Hermanos Rodriguez Lap record: 1:16.788 (N Mansell)

WATCH  
LIVE ON SKY

**13-15 November**

**Brazil** (São Paulo)

Track: Jose Carlos Pace Lap record: 1:11.473 (JP Montoya)

WATCH  
LIVE ON SKY & BBC

**27-29 November**

**Abu Dhabi** (Yas Marina)

Track: Yas Marina Lap record: 1:40.279 (S Vettel)

WATCH  
LIVE ON SKY & BBC



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**60** FIAT PANDA CROSS vs  
SUZUKI SWIFT 4x4

Chunky superminis go head-to-head, but which has better mix of off-road ability and on-road fun?



## City slickers

Smart fancies its ForFour as king of the urban jungle, but the SEAT Mii and Renault Twingo stand in its way

Pictures: Otis Clay Location: Farringdon, London

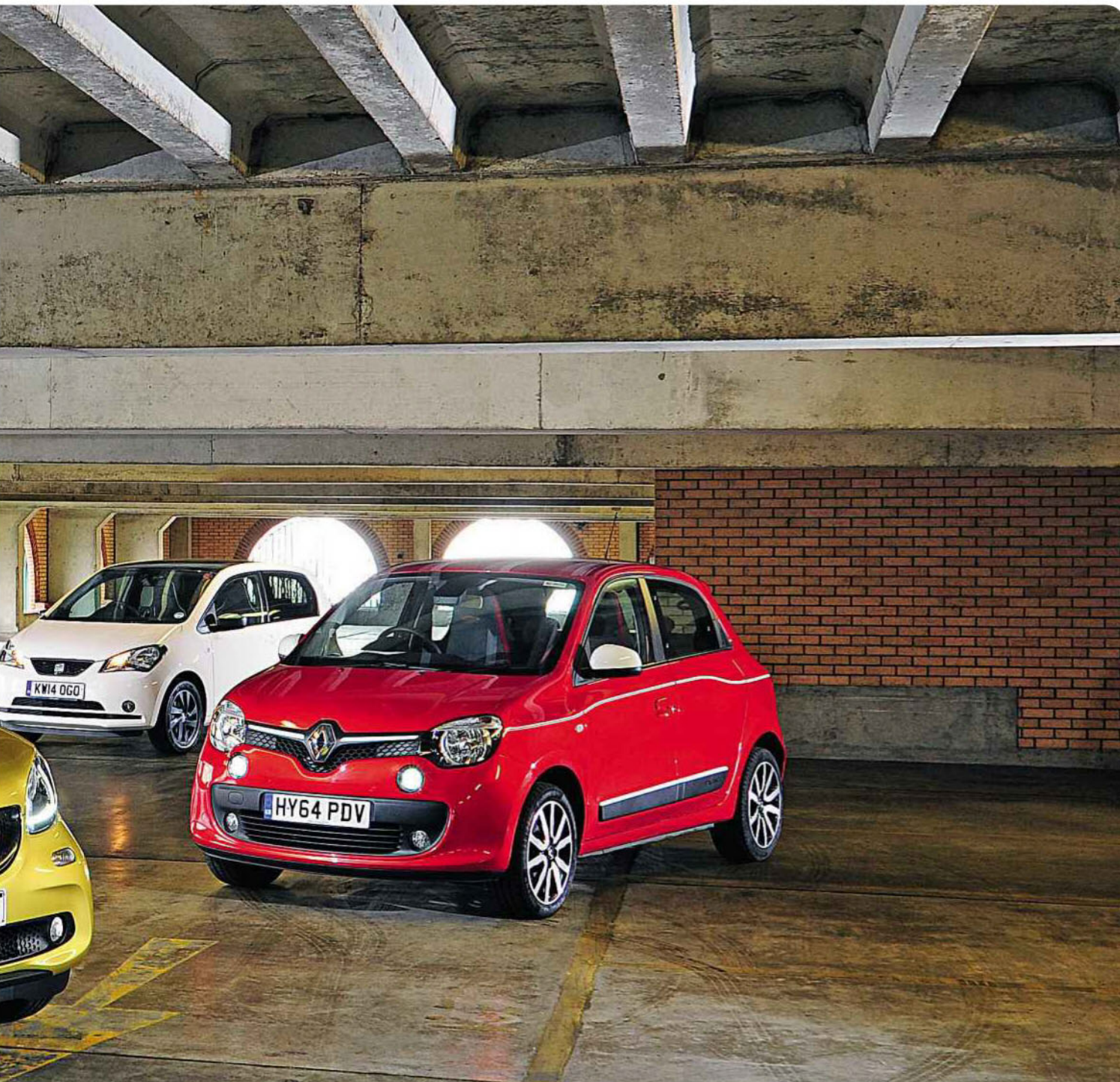




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## LIVING WITH A... VAUXHALL CORSA

We load up three-door, but lack of split rear seat means three passengers are a crowd.



### Smart ForFour Prime

**Price:** £12,315

**Engine:** 1.0-litre 3cyl, 70bhp

**0-60mph:** 15.0 seconds

**Test economy:** 46.9mpg/10.3mpl

**CO<sub>2</sub>:** 97g/km **Annual road tax:** £0

### SEAT Mii by Mango

**Price:** £11,345

**Engine:** 1.0-litre 3cyl, 74bhp

**0-60mph:** 14.1 seconds

**Test economy:** 44.4mpg/9.8mpl

**CO<sub>2</sub>:** 108g/km **Annual road tax:** £20

### Renault Twingo Dynamique

**Price:** £10,995

**Engine:** 1.0-litre 3cyl, 69bhp

**0-60mph:** 16.1 seconds

**Test economy:** 40.9mpg/9.0mpl

**CO<sub>2</sub>:** 95g/km **Annual road tax:** £0

**AE** SMART has just launched an all-new ForTwo city car, but perhaps more significantly, the German brand has also revived the five-door ForFour to compete in this competitive class.

As with the 2005 original, the four-seater shares its styling with its two-seater stablemate, while under the skin, the rear-engine, rear-wheel-drive

platform is carried over, too. In fact, the ForFour's running gear is shared with the cheaper Renault Twingo. So, for its first test, we've lined the Smart up against its French cousin to see how it compares.

However, both of them will need to excel if they're going to beat one of our favourite city cars, the SEAT Mii. The Spanish model, along

with the Skoda Citigo and VW up!, redefined the class at launch nearly four years ago, while the special edition Mii by Mango has an upmarket, fashion-inspired edge, yet still manages to undercut the ForFour on price.

So, can the ForFour shine against its rivals, or will it be outsmarted by the competition?



**MODEL TESTED:** Smart ForFour Prime 71hp  
**PRICE:** £12,315 **ENGINE:** 1.0-litre 3cyl, 70bhp

**AE** THIS is the second incarnation of the Smart ForFour, and comes 10 years after the original. That supermini shared its platform with the Mitsubishi Colt, but the newcomer is more like a maxi ForTwo. Yet it still has the same running gear as another car – the Renault Twingo. There are two petrol engines, and here, we test the naturally aspirated version in mid-spec Prime trim.

## Styling 4.1/5

THE first-generation ForFour had the brand's design cues, but didn't look much like the ForTwo. This time, it's essentially a stretched version of its stablemate, with two extra doors. It's 800mm longer and the wheelbase is extended by 621mm, yet front and rear styling is identical.

That means you get a honeycomb grille and high-set headlights, while the Premium Plus pack adds distinctive LED running lamps. Smart's Tridion safety cell comes in black, but can be painted white or silver for £200. Metallic paint costs £295 – made cheaper thanks to the easy-to-produce plastic panels.

At the back, the large tail-lights feature a distinctive circular design. One major difference between the ForFour and the Twingo is that the Smart gets a proper tailgate, as opposed to the Renault's all-glass door.

Overall, though, the ForFour looks a little awkward. The high-set front end is at odds with the rest of the car, and looks as if it's been grafted on from another model.

Inside, however, the Smart is extremely stylish, with hard-wearing cloth trim for the dashtop and doors, a white finish for the centre console and ball air vents and a TFT trip display for the driver ahead of the funky steering wheel. Detracting from this classy feel, though, are the thin glovebox lid, flimsy sunblinds for the panoramic glass, cheap ignition key and exposed OBD port in the passenger footwell.

Still, the layout is neat, while the optional touchscreen keeps the cabin clean. However, it uses Renault's R-Link software, repackaged with some Smart graphics, which makes the interface slightly confusing and difficult to get along with.

## Driving 3.8/5

FIRE up the ForFour's three-cylinder engine, and you're greeted by a familiar thrum from the rear-mounted engine. This layout has allowed Smart to give the car a tight turning circle, just like the Twingo, which makes executing taxi-style manoeuvres a real joy.

Trouble is, this does involve a fair amount of arm twirling, and you'll find the front tyres

**“ForFour's tight turning circle makes executing taxi-style manoeuvres a real joy”**

lose grip quickly if you're travelling much faster than walking pace. Like the Renault, the Smart's stability control can't be turned off, and it soon cuts in to keep the car in check.

Around town, the ForFour is pretty good. The ride is relatively firm, but speed bumps don't unsettle it too much and the narrow dimensions and tall driving position make it easy to thread through small gaps.

At the test track, it was clear that we weren't behind the wheel of a scorcher. We managed 0-60mph in a lethargic 15 seconds, but while that was a second slower than the SEAT, it was a second up on the Twingo.

The ForFour was slightly faster through the gears, too, although the tall fifth gear means you'll constantly be downshifting to maintain momentum at higher speeds.

Push the car hard in corners, and it understeers, but if you lift off suddenly, you can feel the weight of the engine start to come around. However, the ESP cuts in aggressively to bring the tail back in line.

On the motorway, the ForFour's nose feels light and a little wayward. That can be put down to having the weight of the engine at the back, which makes the car less sure-footed than the SEAT when going fast.

## Ownership 4.0/5

THE four-seater boasts an all-new design, although it shares around 70 per cent of its running gear with the Twingo. Both cars, and the ForTwo, are built in the same factory in Slovenia, while the Renault-sourced engines have been around for long enough that they should prove reliable. The electronics are from the French brand, too, and are used across its range. So, the latest software updates will ensure that they work without a hitch.

Even though they are related, the ForFour and Twingo have different Euro NCAP scores. The Smart's four-star rating is marginally behind the Renault's, thanks to a lack of active city braking. Still, it does have more airbags – five to the Twingo's four – as it comes with a driver's knee airbag as standard.

## Running costs 4.2/5

AT £12,315, the ForFour Prime 71hp is around £1,000 more expensive than the SEAT and £1,320 pricier than the Twingo. However, you do get more standard kit, including panoramic glass, leather and climate control.

As well as Smart's personalisation options, you can upgrade the ForFour with a variety of packs. At the top of the list is the £1,295 Premium Plus package. This combines the Comfort and Premium packs and adds even more luxury equipment on top, including LED ambient lighting and a reversing camera.

We managed economy of 46.9mpg on test, but considering the ForFour has stop/start and the Mii doesn't, its 2mpg advantage isn't as great as it could be. In the Smart's favour, it has two-year service intervals, road tax is free, company car costs are cheaper than the SEAT's and residuals of 48.3 per cent are well ahead of the platform-sharing Twingo's.

## Exterior



# Smart For

## Interior







## City driving

SMART cars have always been at home in the city, and the new ForFour is no different. Dinky dimensions combine with high-set driving position to make it a pleasure to weave around town

### TESTERS' NOTES...

"There are plenty of personalisation options on the ForFour, but it's frustrating that you have to upgrade to the pricey Premium or Premium Plus packages if there's specific kit you want."

DEAN CARSON

DEPUTY ROAD TEST EDITOR



# Four

### TESTERS' NOTES...

"The ForFour and Renault Twingo share a lot of parts, but the Smart has a more upmarket feel that goes some way to justifying its higher price."

SEAN CARSON  
SR ROAD TESTER



**CO<sub>2</sub>/tax**  
97g/km  
£0 or 12%



**Practicality**  
Boot (seats up/down)  
185/975 litres



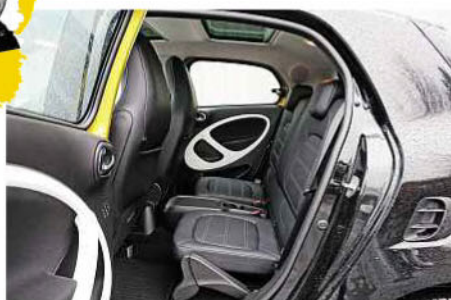
**Performance**  
0-60/30-70mph  
15.0/16.5 seconds



**Braking**  
70-0/60-0/30-0mph  
57.7/36.8/11.0m



**Running costs**  
46.9mpg (on test)  
£31 fill-up



## Styling

FORFOUR'S interior is full of style, with an attractive white finish on the centre console, air vents and door trim both front and rear

## Touchscreen

OPTIONAL touchscreen tidies up the cabin, but it's not the easiest system to grasp and can be confusing

## Practicality 4.1/5

MARGINALLY smaller overall dimensions mean the ForFour's boot capacity lags behind the Twingo's, at 185 litres. That load space is 66 litres behind the Mii's impressive 251 litres, too. There's a high-set floor thanks to the rear-mounted engine, but decent heat insulation prevents the boot from getting warm. The set-up means you get a flat load area with the back seats down, and maximum space of 975 litres is 24 litres ahead of the SEAT's, but still five litres behind the Renault's.

Like the Twingo, the ForFour's front passenger seat folds forward to take long items, while the pull-out centre console storage tray is handy. It needs to be, as the glovebox is tiny and has a flimsy door. There's no storage under the bonnet, and the panel simply slots into place over the screenwash and coolant reservoirs. Legroom in the back is tight, but headroom, even with the panoramic glass, is good.



**MODEL TESTED:** SEAT Mii by Mango  
**PRICE:** £11,345 **ENGINE:** 1.0-litre 3cyl, 74bhp

**AE** THE SEAT Mii, along with the VW up! and Skoda Citigo, shook the foundations of the city car class with their blend of distinctive looks, great handling and supermini-style space. The special edition Mii by Mango is a tie-up with the high-street clothes retailer, and features exclusive colours and upmarket interior trim. Although a special edition, it still undercuts the mid-spec Smart ForFour by around £1,000, at £11,345.

## Styling 4.3/5

THE lines of the Mii are a little different from its rivals here, and that can be put down to its traditional front-drive transmission layout. While the Smart and Renault Twingo have high-set rear ends to accommodate an engine and boot, the Mii is lower and also looks wider, even though it's marginally narrower.

In terms of styling, the SEAT has a few touches to help it stand out from its VW and Skoda cousins. The headlamps and grille have sharper angles, although you can't get LED daytime running lights, while the wheels are sportier, too. At the rear, the tail-lights have an angular shape, and the bootlid has body-coloured trim.

This by Mango model adds dark-grey alloys, tinted windows and is offered in metallic black, or the flesh-coloured Nude solid paint of our test car. Overall, it looks neat and more compact than its rivals. Plus, it's more than a match for the Twingo and the ForFour in terms of interior space and quality.

There's plenty of room inside for four adults, while this special edition gets leather and Alcantara seat trim, adding a classy touch. A Garmin sat-nav comes as standard and gets its own dock on top of the dashboard.

The rest of the dash is simply laid out, with a number of controls appearing on the nav screen, although the dot-matrix display for the stereo looks a little dated. The cabin can't be faulted for quality elsewhere, though, as everything feels well built and robust, with positive switches and levers throughout.

## Driving 4.7/5

LIKE the up! and Citigo, the Mii redefines how you'd expect a three-cylinder city car to drive. The combination of top engineering and a grown-up driving experience means that you'd be forgiven for thinking you're behind the wheel of a model from the class above.

The low levels of road and wind noise ensure it's just as good on motorways and A-roads as it is around town, while the ride is also very comfortable, with only the biggest bumps catching the short-travel suspension off guard. In corners, the soft suspension

**"Mii showed a clean pair of heels to both the Renault and Smart at the track"**

means the car leans a fraction, but body movement is well controlled, while nimble handling, direct steering and perfectly weighted controls make it great fun to drive.

Better steering feel and more natural feedback from the controls see the Mii trump the Twingo for driver engagement, too. It doesn't have quite as tight a turning circle as its rivals, but dinky dimensions and great visibility make it perfectly at home in town.

The 1.0-litre three-cylinder engine is another highlight. With a higher 74bhp output, it showed a clean pair of heels to both the Renault and Smart at the test track, completing the sprint from 0-60mph in 14.1 seconds – a full two seconds faster than the Twingo.

To get the best out of the engine, you need to work it hard, but its lively, off-beat warble as the revs increase provides a real sense of character. It helps that the SEAT's five-speed manual gearbox is slick and enjoyable to operate, while its perfectly spaced ratios help make the most of the available performance.

## Ownership 4.5/5

THE VW Group has invested billions of Euros into the development of the Mii/Citigo/up! platform and its components, so the SEAT should prove dependable. The mechanically identical Skoda also performed brilliantly in our Driver Power 2014 satisfaction survey, coming second overall behind its Yeti sibling.

Sadly, this hard work is undone by SEAT's dealers, which ranked last in our 2014 poll, with owners slating their inability to identify faults. So, it's fortunate that the Mii's simple mechanicals mean that problems should be few and far between. A four or five-year extended warranty is also optional.

The car has excellent safety credentials. Euro NCAP awarded it five stars when it tested it in 2012, with an 89 per cent score for adult occupant protection. Driver, front passenger, side and curtain airbags feature as standard, as do stability control and Isofix child seat fixings. In addition, you can specify the £200 optional Safety Assist system, which automatically applies the brakes below 30mph if it senses a front end collision is imminent.

## Running costs 4.1/5

IN Mango trim, the Mii is more expensive than the Dynamique-spec Twingo, but cheaper than the Smart by nearly £1,000. CO<sub>2</sub> emissions of 108g/km are the highest on test and result in it being the most costly company car choice, although private buyers will be encouraged by predicted residuals of nearly 50 per cent, which are nearly 10 per cent up on the Renault's. There's also the option to go for the cheaper SE or Sport models, while the Ecomotive version emits just 95g/km of CO<sub>2</sub>.

Fuel bills should be manageable, too, as we averaged 44.4mpg in the Mii during our test, which was fractionally better than the Twingo and only a little behind the ForFour. SEAT offers a three-year servicing deal that involves 24 monthly payments of £19.99.

## Exterior



# SEAT Mii

## Interior







## Ride

THE SEAT boasts a very comfortable ride, with the suspension ironing out most surface imperfections. It's as refined around town as it is on the motorway, too

### TESTERS' NOTES...

"Drive the Mii straight after the ForFour or Twingo, and the first thing to strike you is how much more grown up it is. While the other two feel flimsy and a bit wayward, especially at speed, the SEAT is stable and easily shrugs off bumpy roads."

DEAN GIBSON

DEPUTY ROAD TEST EDITOR



### TESTERS' NOTES...

"It's no secret that the Mii by Mango is aimed at women, so if it's not to your taste, there's always the £10,730 Mii Sport."

JAMES DISDALE  
ROAD TEST EDITOR



**CO<sub>2</sub>/tax**  
108g/km  
£20 or 14%



**Practicality**  
Boot (seats up/down)  
251/951 litres



**Performance**  
0-60/30-70mph  
14.1/15.2 seconds



**Braking**  
70-0/60-0/30-0mph  
55.5/35.1/9.6m



**Running costs**  
44.4mpg (on test)  
£39 fill-up



## Sat-nav

Mii by Mango gets a Garmin sat-nav as standard, which even has its own dock at the top of the dashboard

## Materials

SEAT'S cabin is full of high-quality plastics, while the simple layout is part of its charm

## Practicality 4.4/5

SEAT has made good use of the space in the Mii despite its small dimensions. It's shorter overall than both the ForFour and Twingo and has a narrower wheelbase, too, but comfortably seats four, regular-sized adults. However, there are only two seatbelts in the rear, which means that the Mii is a strict four-seater.

Boot space is a big plus in the SEAT. The 251-litre capacity is 66 litres up on the ForFour's. Folding the split rear seats gives you a 951-litre load area, while a space-saver spare wheel is optional.

Up front, the Mii features storage bins in the doors and a decent-sized glovebox, although there's no dual electric window switch, so you'll need to lean across from the driver's seat to open the passenger window if you're in the car alone. The £550 Convenience Pack adds cruise control and rear parking sensors.



**MODEL TESTED:** Renault Twingo Dynamique SCe 70  
**PRICE:** £10,995 **ENGINE:** 1.0-litre 3cyl, 69bhp

**AE** IT'S fair to say that the Renault Twingo hasn't exactly been a huge UK sales success. The innovative first-generation model was a hit in Europe, but wasn't sold over here, while the uninspiring second-generation car failed to make a big impression with British buyers. However, with its radical, rear-engined layout and clever packaging, the latest model has proven more attractive. Plus, it undercuts the near-identical Smart on price.

## Styling 4.0/5

THE Twingo has a distinctive image and a certain adorable charm. Short overhangs and a wheel at each corner give the car a sporty stance, while the stubby nose, tall-sided body and contrasting black tailgate help it to stand out further. Other highlights include the body-coloured bumpers and wing mirrors, plus the standard LED daytime running lights. Our Dynamique-trim test car is identified by extra chrome detailing and stylish pinstripe side decals.

Like any fashionable small car worth its salt, the Renault is available with a huge range of personalisation options, including a variety of paint schemes and exterior styling upgrades. You can mix and match interior trims to liven things up inside, too, but even without these enhancements, the layout is modern and well thought out, with clearly marked dials, as well as conveniently placed switches and controls.

Quality is good, too, although the plastics don't feel quite as robust as those in the SEAT. And as with the ForFour, the driving position isn't as good as the Mii's. The cabin, however, is a marked improvement over the old Twingo's and, as you would expect, the technology quota has increased.

Dynamique models come with cruise control, a DAB radio, electronically adjustable mirrors and the standard R & GO set-up that lets you connect your smartphone to the car via a special cradle. Unfortunately, this unit looks and feels like a cheap aftermarket item, plus it makes it virtually impossible to access some of the buttons on the dash.

## Driving 3.7/5

AS with the Smart, the Renault's rear-engined, rear-wheel-drive mechanical layout has as much to do with practicality and packaging as it does driving dynamics.

Given how closely related the Twingo and ForFour are, it's no surprise to find that they drive in a very similar fashion. There's the same tight turning circle, low-speed agility and light controls, plus the three-cylinder engine's thrum is well isolated from

the cabin. Yet the Twingo is also afflicted by the same foibles as its newer stablemate.

Away from the city, the Renault lacks the big-car feel of the SEAT. It's easily unsettled by crosswinds on the motorway, while it lacks the body control and composure of the more grown-up Mii on twisty roads. The Twingo's light steering is devoid of feel and therefore a little unnerving at speed, plus the skinny front tyres provoke understeer in situations where the SEAT would grip hard.

Housing the motor at the back of the car means engine noise isn't an issue, but the Renault's 69bhp three-cylinder unit isn't as quick to react as the SEAT's, or even the identically engined Smart's. At the test track, the Twingo took 16.1 seconds to complete the sprint from 0-60mph and was sluggish in-gear. However, it's worth noting that our test car only had delivery mileage, so performance should improve over time.

## Ownership 4.0/5

THE Twingo is still too new to have featured in our Driver Power 2014 satisfaction survey, but many of its components, such as the 1.0-litre engine, have been tried and tested in other models. Still, Renault finished in a reasonable 15th place out of all the major manufacturers in Driver Power 2014, and the Twingo is sold with the brand's generous four-year/100,000-mile warranty.

In the tougher 2014 Euro NCAP crash test, the new car scored four stars overall, but it has stronger child and pedestrian ratings than the Mii. It comes with four airbags and stability control as standard, plus tyre pressure monitoring. All models also have a speed limiter, while those in Dynamique trim get cruise control and a lane departure warning system. However, there's no option to add autonomous emergency braking.

## Running costs 4.1/5

THE Dynamique-spec Twingo tested here costs £10,995, undercutting the Smart by a significant £1,320. And while the ForFour is better equipped, you can spec the Renault up to the same level and still save cash.

With standard stop/start, our car emits just 95g/km, which means that private and company car buyers will pay less tax than for the Smart and SEAT. However, perhaps because our car's engine had covered so few miles, we didn't get close to the 67.3mpg claimed economy – averaging 40.9mpg.

Buy the Twingo via Renault Selections finance, and you'll get the 4+ deal included. This gives you four years' servicing, roadside recovery and warranty for free. Buy outright, and if you place your order before the end of this month, Renault will provide three years' maintenance for just £299, which represents a £100 saving (four years' cover is £499).

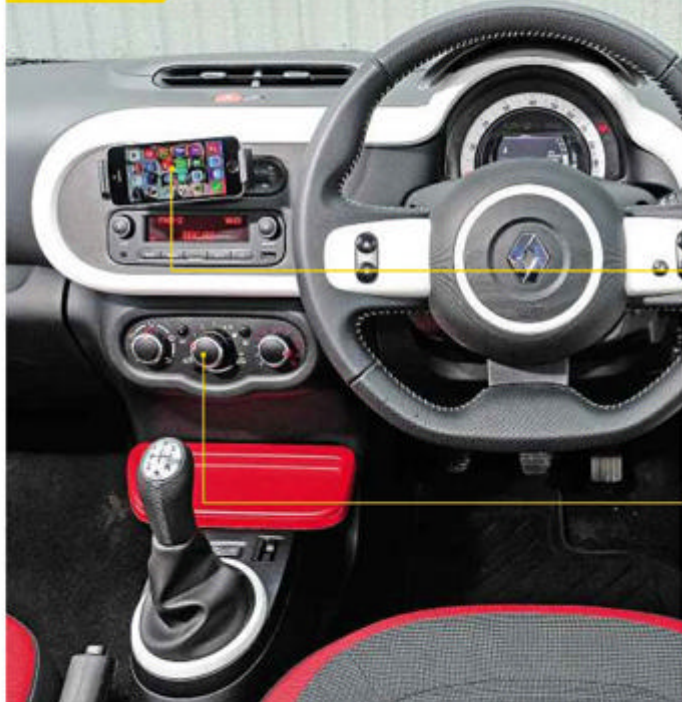
However, second-hand values will be a concern for private buyers, as our experts predict the Twingo will retain only 38.9 per cent of its price over three years. Still, group three insurance will mean low premiums.

## Exterior



# Renault Tw

## Interior



**“Renault Twingo has a distinctive image and a certain adorable charm”**





**TESTERS' NOTES...**  
 "This third-generation Twingo is closer in spirit to the innovative original than its predecessor. The clever packaging and bold mechanical layout set it apart from the crowd."

SEAN CARSON  
 SENIOR ROAD TESTER



**CO<sub>2</sub>/tax**

95g/km  
 EO or 12%



**Practicality**

Boot (seats up/down)  
 188-219/980 litres



**Performance**

0-60/30-70mph  
 16.1/17.4 seconds



**Braking**

70-0/60-0/30-0mph  
 54.3/36.9/9.8m



**Running costs**

40.9mpg (on test)  
 £39 fill-up

# Twingo



**TESTERS' NOTES...**  
 "The #480 MediaNav option for Dynamique and Dynamique S models features a seven-inch touchscreen, which is a lot better than the smartphone cradle."

JAMES DEAN  
 ROAD TEST EDITOR



## Practicality 4.2/5

DESPITE sharing its platform with the Smart, the Renault features slightly different external dimensions. This is most notable in the boot, with the Twingo's 188-litre capacity being three litres bigger than the ForFour's. Locking the rear seats in an upright position increases the available space to 219 litres. Plus, the engine is mounted at an angle to keep it as low as possible, which provides a useful, flat floor.

Rear legroom is better in the Mii, but there's plenty of storage space dotted around the cabin, including three cup-holders and a 6.4-litre glovebox. Dynamique models get large rear door pockets, while you can add storage under the back seats for £20. Heated front seats, with Isofix on the passenger side, cost £250.



## R & GO

RENAULT'S system allows you to connect your smartphone to the car and operate its infotainment apps

## Layout

CABIN set-up is thoughtful, with switches and controls in convenient, user-friendly places



## Head-to-head

### Size matters

THE Smart and Renault share the same platform and look similar, but the brands quote different dimensions for their cars.

The ForFour is shorter, wider and taller, albeit by millimetres, and the differences translate into a smaller boot. It boasts a 185-litre capacity, while the Twingo offers 188 litres. Both cars have two-stage seatbacks, so you can position them at an upright angle to create a little more boot space.



## Special editions

SMART has already started the ball rolling with ForFour specials by offering the Edition 1 at launch. This high-spec model adds new wheels, extra kit and unique body colours. The Mii by Mango is a special edition in name, although SEAT hasn't put a limit on the car's production numbers.



## More power

BOTH the Smart and Renault are available with a 1.0-litre turbo three-cylinder engine. Producing 89bhp and 135Nm of torque, the unit lowers the ForFour's claimed 0-62mph time from 15.9 seconds to 11.9 seconds, while the lighter Renault completes the benchmark sprint in 10.8 seconds.





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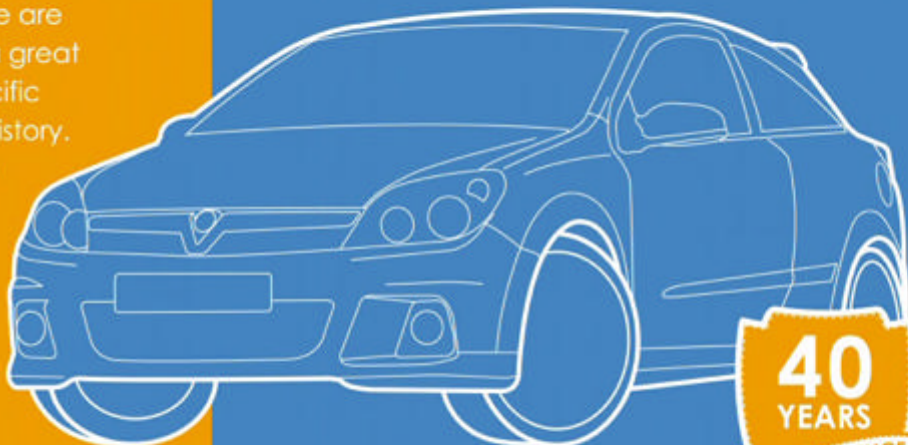
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# Figures

**SEAT Mii by Mango**

**Smart ForFour Prime 71hp**

**Renault Twingo Dynamique S Ce 70**


On the road price/total as tested	£11,345/£12,510	<b>SERVICE PACK</b>	£12,315/£14,295		£10,995/£12,085	
Residual value (after 3yrs/36,000)	£5,548/48.9%	FIXED-price service plan is for three years, but with only 24 monthly payments, which means it works out cheaper than Smart's scheme.	£5,948/48.3%		£4,277/38.9%	<b>MAINTENANCE</b>
Depreciation	£5,797		£6,367		£6,718	ORDER your Twingo before the end of the month, and you can get a three-year service pack for £299 – a four-year plan costs £499.
Annual tax liability std/higher rate	£316/£632		£294/£589		£263/£525	
Annual fuel cost (12k/20k miles)	£1,331/£2,218		£1,260/£2,099		£1,444/£2,407	
Ins. group/quote/road tax band/cost	4/£396/B/£20		2/£384/A/£0		3/£277/A/£0	
Cost of 1st/2nd/3rd service	£19.99pm		£15pm (3yrs)		£299 (3yrs)	
Length/wheelbase	3,557/2,420mm	<b>ENGINE</b>	3,495/2,494mm	<b>DIMENSIONS</b>	3,595/2,492mm	
Height/width	1,478/1,645mm	THE SEAT has the most power and torque, which it translated into a stronger performance at the track. It feels livelier in the real world, too.	1,555/1,665mm	SMART is identical to the Renault under the skin, but bespoke bodywork means it's slightly shorter, taller and wider than the Twingo.	1,554/1,646mm	
Engine	3cyl in-line/999cc		3cyl in-line/999cc		3cyl in-line/999cc	
Peak power/revs	74/6,200 bhp/rpm		70/6,000 bhp/rpm		69/6,000 bhp/rpm	
Peak torque/revs	95/3,000 Nm/rpm		91/2,850 Nm/rpm		91/2,850 Nm/rpm	
Transmission	5-spd man/fwd		5-spd man/rwd		5-spd man/rwd	
Fuel tank capacity/spare wheel	35 litres/£60		35 litres/repair kit		35 litres/repair kit	
Boot capacity (seats up/down)	251/951 litres		185/975 litres	<b>WEIGHT</b>	188-219/980 litres	<b>WARRANTY</b>
Kerbweight/payload	929/361kg		975/425kg	EXTRA kit and safety equipment take their toll on kerbweight, resulting in the ForFour being over 100kg heavier than the Twingo.	865/495kg	FIRST two years of Renault's 4+ warranty package have an unlimited mileage limit. After that, it reverts back to 100,000 miles.
Turning circle/drag coefficient	9.8 metres/0.33Cd		8.7 metres/N/A		8.6 metres/N/A	
Basic warranty (miles)/recovery	3yrs (60,000)/2yrs		3yrs (unlimited)/1yr		4yrs (100,000)/4yrs	
Service intervals/UK dealers	12,500 (1yr)/148		12,500 (1yr)/48		12,000 (1yr)/153	
Driver Power manufacturer/dealer pos.	24th/32nd	<b>DRIVER POWER</b>	N/A		15th/12th	
Euro NCAP: Adult/child/ped./stars	89/80/46/5	SEAT has fared poorly in our satisfaction survey, but the mechanically identical Skoda Citigo finished second in our 2014 poll.	78/77/65/4 (2014)		78/81/68/4 (2014)	
0-60/30-70mph	14.1/15.2 secs		15.0/16.5 secs		16.1/17.4 secs	
30-50mph in 3rd/4th	7.1/11.9 secs		8.8/12.2 secs		9.4/12.5 secs	
50-70mph in 5th	19.0 secs		21.4 secs		21.3 secs	
Top speed/rpm at 70mph	106mph/3,000rpm		94mph/3,200rpm		94mph/N/A	<b>REVS AT 70MPH</b>
Braking 70-0/60-0/30-0mph	55.5/35.1/9.6m		57.7/36.8/11.0m		54.3/36.9/9.8m	THERE'S no rev counter on the Twingo, but identical gear ratios mean the same heady 3,200rpm reading as the Smart. Neither car is as quiet as the Mii.
Noise outside/idle/30/70mph	64/42/59/68dB		57/45/64/70dB		63/47/60/70dB	
Auto Express econ (mpg/mpl)/range	44.4/9.8/342 miles		46.9/10.3/361 miles		40.9/9.0/315 miles	
Govt urban/extra-urban/combined	47.9/70.6/60.1mpg		58.9/74.3/67.3mpg		56.5/76.4/67.3mpg	
Govt urban/extra-urban/combined	10.5/15.5/13.2mpl		13.0/16.3/14.8mpl		12.4/16.8/14.8mpl	
Actual/claimed CO <sub>2</sub> /tax bracket	147/108g/km/14%	<b>OPTIONS</b>	139/97g/km/12%	<b>PACKS</b>	160/95g/km/12%	
		CRUISE control and parking sensors are part of Convenience Pack, while an auto box is only offered on the £10,760 Mii SE (75).		PARKING sensors and nav are part of Premium Pack, but they're also included in the Premium Plus Pack, which adds a rear camera.		
Airbags/Isofix/park sensors/camera	Four/yes/£550/no		Five/yes/£795/£1,295		Four/yes/£150/£600	
Auto gearbox/stability/cruise control	No/yes/£550		No/yes/yes		No/yes/yes	
Climate control/leather/heated seats	No/part/no		Yes/yes/yes		£500/no/£250	
Metallic paint/sunroof/keyless go	Yes/£790/no		£295/£850/no		£495/£850/no	
Sat-nav/USB/DAB radio/Bluetooth	Yes/no/£175/yes		£795/yes/£195/yes		£600/yes/yes/yes	

## Results

### SEAT

THE brilliant Mii takes another road test victory. While it's not as boldly engineered as its rivals here, it's a more complete all-round package. Not only is it nippy and agile around town, but it tackles longer journeys with the sort of composure you'd expect from a much larger car. It's also well equipped, cheap to run, spacious and impressively refined.



## 1st

### SMART

IT'S a close call between the ForFour and Twingo for second place, but the Smart just gets the nod. There's little to choose between the pair when it comes to driving and practicality, but the Smart should make a slightly smaller impact on your wallet. Its higher list price is offset by much stronger residuals, plus it delivered stronger economy. It's also better equipped and classier inside.



## 2nd

### RENAULT

THERE'S no denying that the Twingo has plenty of showroom appeal. It's cheap to buy and boasts a roomy interior with a decent haul of standard kit. However, like the ForFour, it's undermined by leisurely performance, plus it can't match the Mii for comfort and composure. The Twingo is still a characterful city car, but it lacks the depth of ability of the class leaders.



## 3rd

In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

## City car range secrets

### Smart line-up?

THE ForFour range mirrors the ForTwo's, with Passion, Prime and Proxy trims – the latter two can be upgraded with Premium and Premium Plus packs. Power comes from the 70bhp triple tested here, plus an 89hp 898cc turbo, and prices range from £11,620 to £14,205.

### New Twingo models?

RENAULT has just launched the Dynamique S, which costs £12,545 and comes with the 900cc TCe turbo. It features the previously optional Sport Pack, which adds 16-inch alloy wheels and racy graphics, plus tech such as lane departure warning and cruise control.

## Worth considering...

### Peugeot 108

AS with the Citroen C1 and Toyota Aygo it shares a platform with, the 108 is offered in a range of trims to suit all budgets. The top-spec five-door 1.2 PureTech Top! features a canvas roof and a host of kit – and is exempt from road tax – for a ForFour-rivalling £12,495.



# Glorious mud

New Fiat Panda Cross and Suzuki Swift 4x4 promise great mix of off-road talent and on-road fun. Which is better?



**AE** SHOPPING for a supermini? You'll find an abundance of models on the market vying for your hard-earned cash. But if you're looking for one that offers four-wheel drive, your choice is severely diminished. However, there are two manufacturers that have a long history of shoehorning four-wheel-drive systems into small production cars: Fiat and Suzuki.

The Italian brand has included an all-wheel-drive Panda in its range for over three decades, and the new Panda Cross is its most rugged and extreme version yet. Featuring a sophisticated electronically controlled transmission, a more powerful version of its characterful TwinAir engine and tough looks, it means business both on and off the road.

The new Suzuki Swift 4x4 doesn't have the Fiat's extrovert streak, but packs the Japanese company's extensive all-wheel-drive know-how into one of the most underrated and fun-to-drive superminis money can buy. So, which of our mini mud-pluggers will scabble to victory in this rough and tumble encounter?





**Suzuki Swift 4x4 SZ4 1.2 Dualjet**

**Price:** £14,199 **Engine:** 1.2-litre, 93bhp **0-60mph:** 11.8 seconds

**Test economy:** 39.0mpg/8.6mpl **CO<sub>2</sub>:** 126g/km **Annual road tax:** £30

**Fiat Panda Cross 0.9 TwinAir**

**Price:** £15,945 **Engine:** 0.9-litre, 89bhp **0-60mph:** 13.1 seconds

**Test economy:** 36.4mpg/8.0mpl **CO<sub>2</sub>:** 114g/km **Annual road tax:** £30



**MODEL TESTED:** Fiat Panda Cross 0.9 TwinAir  
**PRICE:** £15,945 **ENGINE:** 0.9-litre 2cyl, 89bhp

**AE** FIAT first introduced the Panda 4x4 over three decades ago. It was the first small, transverse-engined production car to have a 4WD system and was an instant hit, going from strength-to-strength with each new generation. Now in its most extreme form, the Panda Cross is a formidable city car that offers on-road fun, while allowing the driver some serious off-road ability, too. Here we test the two-cylinder 875cc TwinAir.

## Styling 4.0/5

THE Fiat Panda Cross 4x4 looks the part of a true off-roader, but has the ability to back up its rugged image. There's no denying its chunky Tonka-toy styling and while it may be a bit brash for some, it leaves the Suzuki Swift 4x4 looking bland in comparison.

Taking its cues from Fiat's already tough-looking Panda 4x4, the Panda Cross gets a slightly higher ride, producing more ground clearance and better off-road articulation for the compact mud-plugger. Up front, plastic cladding protects the headlight and foglamp clusters from any glancing blows from rocks and tree branches. The large front bumper incorporates a generous and funky skid plate, which has no fewer than 15 intakes in the 'squirrelle' shape – Panda's trademark motif – to protect the mechanicals when taking the Panda Cross over rough terrain.

As with any off-roader, the tyres are the main focus, and the Panda Cross is suitably shod with all-season mud and snow tyres as standard. Add in enhanced wheelarch extensions, standard silver roof rails and two brilliant red front tow hooks, and the Panda Cross is as hardcore as you can get.

Inside, the "squirrelle" theme continues throughout the matt-effect copper dash, while a smart contrasting silver finish for the instrument surrounds and centre console adds a further touch of flair. Comfortable seats get a techno look with side bolsters in a natural shade to match the door inserts and the Cross logo.

## Driving 4.2/5

THE Panda Cross is as entertaining on the road as it is off it. The 875cc two-cylinder TwinAir engine thrums into life and delivers a spirited drive, while both the chassis and drivetrain feel tough and robust enough to take on all terrains. And although the engine is noisier than the Swift's, it possesses more character and the extra torque on offer means it's livelier through the gears than the Suzuki.

However, the extra height means it suffers from more body roll than a standard Panda, particularly through tight corners. And the ride is less settled over bumps, but the

**"Panda Cross puts larger, far more expensive models to shame off-road"**

difference is marginal and the benefit of the brilliant 4x4 system outweighs the quirks.

The Panda Cross is uncompromising in challenging situations – putting larger, more expensive off-rovers to shame with its go-anywhere ability. It's fitted with an easy-to-use Terrain Control system, which allows the driver to switch between three driving modes: Auto, Off-Road and hill descent control.

The TwinAir-engined Panda Cross we tested has 161mm of ground clearance, as well as reasonable approach, rampover and depart angles for its size – 24, 21 and 24 degrees respectively. On our test it certainly went places the Swift 4x4 could only dream of.

Although its heart is in the muddy stuff, the Panda hasn't forgotten its city car roots. Compact dimensions, excellent visibility and light controls make it a breeze to guide down crowded town streets. The clever 'City' button adds more steering assistance, which makes squeezing in and out of tight spaces a doddle. And there's a useful Eco button that cuts engine torque in an effort to reduce fuel costs.

## Practicality 3.9/5

FOR a little car, the Panda is surprisingly big on space. The 225-litre boot has an extra 14 litres over the Swift's and it's more usable thanks to a lower lip height and wider opening. It also gets a standard 40:60 split rear seat – although like the Suzuki, the bench doesn't fold completely flat.

Rear seating is a bit tight for taller people, but up front both driver and passenger have plenty of room. The taller stance of the Panda Cross also gives plenty of headroom. There's an abundance of neat storage, too, plus plenty of labour saving touches, such as auto climate control.

# Fiat Panda

## Interior



## Squirrels

PANDA's trademark 'squirrelle' theme is used throughout dash, on chunky buttons

## Sat-nav

TOMTOM sat-nav is fitted as standard and is easy to navigate



### TESTERS' NOTES...

"If you don't plan to head off-road regularly, the standard Panda 4x4 offers 95 per cent of the Cross' ability for £1,650 less."

DEAN GIBSON  
DEPUTY ROAD TEST EDITOR





# Cross



**CO<sub>2</sub>/tax**  
114g/km  
£30 or 15%



**Practicality**  
Boot (seats up/down)  
225/870 litres



**Performance**  
0-60/30-70mph  
13.1/14.5 seconds



**Braking**  
70-0/60-0/30-0mph  
53.4/38.5/9.6m



**Running costs**  
36.4mpg (on test)  
£38 fill-up

## Exterior



### Ride height

**RAISED** ride height means Panda suffers more body roll than Suzuki, but it also ensures it's much more capable off-road

## Ownership 3.4/5

EURO NCAP has only crash tested the standard Panda, awarding it four stars, with testers marking it down for not having stability control as standard. However, since the assessment was carried out, Fiat has rolled out this valuable safety kit across the range.

Our Driver Power 2014 satisfaction survey suggests that Fiat has taken on board customer concerns, as its dealers moved up to 24th place from 28th the previous year. But there's still work to do. For instance, while the regular Panda finished well ahead of the Swift in our poll, 70th place is still disappointing. Owners criticised its below average build quality and reliability record.

## Running costs 3.9/5

At £15,945, the Panda Cross is more expensive to buy than the Swift 4x4, but if you're looking for a dual-purpose city car that's more fun to drive and can tackle some serious off-road challenges then the Panda is definitely worth the extra.

Both cars are fairly evenly matched in terms of fuel economy, and with 114g/km of CO<sub>2</sub> the Panda will only set you back £30 a year in tax. It won't cost the earth to insure, either, as it sits in group 10. However, our experts predict the Fiat will retain just 34.2 per cent of its value after three years.



**TESTERS' NOTES...**  
"It's hard not to fall for the Fiat's charms. With its chunky looks, characterful engine and mountain goat agility in the rough stuff, the Panda Cross never fails to raise a smile. If only the TwinAir engine wasn't so thirsty."

JAMES DISDALE  
ROAD TEST EDITOR



**Chunky** PLASTIC cladding protects the headlights when you're driving off-road, while silver roof rails and red tow hooks on the front add to rugged appearance





**MODEL TESTED:** Suzuki Swift 4x4 SZ4 1.2  
**PRICE:** £14,199 **ENGINE:** 1.2-litre 4cyl, 93bhp

**AE** SUZUKI has a long history when it comes to four-wheel-drive vehicles – the Jimny 4x4 was introduced in 1968, and the brand has become synonymous with affordable and capable off-road vehicles.

Now its all-wheel-drive know-how has filtered down to the Swift supermini. It's not a full-on off-roader like the Panda, but a raised ride height and rugged body cladding show the car means business. We test it here in range-topping SZ4 guise.

### Styling 3.7/5

THE Suzuki Swift has always been a firm Auto Express favourite, offering fun driving dynamics and plenty of kit at a price that won't break the bank. Neat styling and compact dimensions helped the Swift stand out in the past, so it's a shame Suzuki wasn't braver when styling the 4x4, as it's a little low key.

The Swift 4x4 is available in two trim levels: SZ3 and SZ4. Opt for the former and you'll get 25mm of extra ride height over a standard Swift five-door, a 4x4 badge on the boot and, well, that's it! Designers have made a little more effort to beef up the SZ4 we tested. Front and rear plastic skid plates, black wheelarch extensions and black side skirts have been added to give it a more rugged look, but next to the Panda Cross it appears tame.

The theme continues inside, where the 4x4 is identical to the standard Swift. There's not much wrong with the robust build quality, but the plastics are all hard to the touch, while their dark colours create an oppressive feel.

Our range-topping SZ4 model gets a large touchscreen infotainment system that has an aftermarket look, but works very well. And while the switchgear is basic, it's easy to use. Seating is comfortable and most people should be able to find a decent driving position thanks to the height-adjustable seat and a steering wheel that adjusts for height and reach. However, it's surprising there are no distinguishing interior features to set the 4x4 apart from other Swifts in the range.

### Driving 4.0/5

ORDER your Swift today and you'll get the brand's new 1.2-litre Dualjet engine, rather than the standard 1.2-litre tested here. The new unit is cleaner and has more torque than the powerplant it replaces, but at 89bhp it has 4bhp less than the outgoing engine. However, our experience with the Swift on our fleet reveals both units deliver similar performance.

That means compared to the lively two-cylinder Fiat engine, the larger 1.2-litre Suzuki engine feels flat and underwhelming. It lacks the low-speed punch of the Panda and needs

**“Large infotainment system has an aftermarket look, but works very well”**

to be worked hard to keep up with its rival. It's not as noisy as the Panda's thrummy engine, but it also doesn't have the same sense of fun.

On the plus side, the Swift 4x4 features sharper handling than the Fiat, thanks in no small part to its lower ride height. It also sits on larger and lower profile tyres, which means there's more grip and composure during extreme cornering. Body movement is also better controlled, plus the Swift does a better job of soaking up most bumps and potholes. And although the car's acceleration is leisurely, there's still fun to be had on twistier B-roads.

The Suzuki is less assured when you leave the tarmac behind. Anything more than a slightly muddy track will cause it to struggle. The permanent four-wheel drive transfers the torque to the rear wheels when needed via a viscous coupling, so traction is rarely an issue, but when the terrain gets rugged, the Suzuki's supermini roots are difficult to overlook.

The biggest problem for the Swift 4x4 is a lack of ground clearance. While the ride height has been raised by 25mm over the standard car, this increase is cancelled out by the low-hanging rear diff – in reality, the 4x4 has no more space underneath to clear obstacles than the standard two-wheel-drive version. And while those low-profile tyres look great, they really aren't up to the job of getting you out of trouble in the slippery stuff.

### Ownership 3.7/5

AS with the Panda, the Swift 4x4 won't appear separately in our Driver Power satisfaction survey. All the same, the 2014 results showed standard Swift owners rated their cars a very poor 149th overall out of 150. Despite that, the Suzuki scored reasonably well in the build quality and reliability categories. The brand's dealers come in for some praise as well, finishing a respectable 16th out of 33.

Euro NCAP awarded the Swift the full five stars for safety, with a strong 94 per cent rating for adult occupant protection – and with seven airbags as standard it's easy to see why. It also gets ESP, ABS and seatbelt reminders. The all-wheel-drive system gives peace of mind in slippery conditions, too.

### Running costs 3.6/5

THE new cleaner 1.2-litre Dualjet has been engineered not only to reduce friction, but to create a more efficient fuel-air mixture, thereby reducing fuel consumption. More impressively, the new unit has slashed CO<sub>2</sub> emissions from 126g/km to a Panda-rivalling 111g/km. Factor in the Swift's lower list price and it works out as a more tax efficient choice for business users, while private buyers will pay just £30 a year for road fund licence.

Suzuki claims a substantial increase in fuel figures, too, with 58.8mpg for the 4x4, although our car, with the older engine, could only muster 39.0mpg on test.

Like the Panda, the Swift 4x4 also suffers from distinctly average residuals, with our experts calculating it will retain just 35.9 per cent of its new value after three years.

### Exterior



# Suzuki Sw

### Interior







## Handling

LOWER ride height means Swift is sharper on road, at expense of off-road ability



### CO<sub>2</sub>/tax

126g/km  
£110 or 18%



### Practicality

Boot (seats up/down)  
211/528 litres



### Performance

0-60/30-70mph  
11.8/12.8seconds



### Braking

70-0/60-0/30-0mph  
54.3/38.4/9.3m



### Running costs

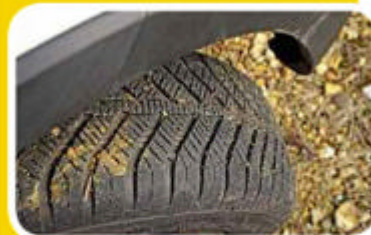
39.0mpg (on test)  
£43 fill-up

## Head-to-head

### Rugged design

FIAT has gone all out to transform the Panda from a humble city car into a rugged off-roader. With its tough body cladding, raised ride height, large towing eyes and bespoke grille treatment, it looks ready for anything.

But the Swift 4x4 fails to make the same impact. Silver-finished skid plates, plastic wheelarch trims and 25mm raised suspension are the biggest clues to the car's all-wheel-drive underpinnings.



### Off-road tyres

REDUCED ground clearance isn't the only hindrance to the Swift 4x4's off-road performance, because it's also hobbled by its low-profile summer tyres – they struggle for grip in muddy conditions. The Panda's mud and snow rubber is much more effective in the rough stuff.



### Towing capacity

THESE compact cars are both capable of pulling small trailers – the larger-engined Swift 4x4 has a towing capacity of 1,000kg, while the Panda Cross manages 800kg. However, the standard Fiat Panda 4x4 took victory in the under £15,000 category of the 2015 Tow Car of the Year awards.

# ift 4x4

#### TESTERS' NOTES...

"The new Dualjet doesn't offer any performance gains over the old engine. It still claims the same 13.4 seconds for 0-62mph."

JAMES DISDALE  
ROAD TEST EDITOR



### Infotainment

DESPITE looking like an aftermarket system, the touchscreen works well and is easy to use

### Cabin

DARK materials inside are at odds with the bright interior of the Panda Cross and give slightly oppressive feel

### Practicality 3.5/5

THE Suzuki Swift 4x4 is 145mm longer than the Panda Cross, so rear seat passengers do get a touch more legroom – although headroom is tighter compared with the lofty Panda. There is, however, plenty of useful storage, including a deep centre console cubby, large glovebox and long door bins.

Less impressive is the boot, which suffers from a tiny 211-litre capacity. Unfortunately, it's further hindered by its small opening and a very high load lip, making lifting heavy items in and out a challenge.

Both cars get 40:60 split rear seats and while neither of them folds completely flat, the Swift's folded seats create a steep step that can prove intrusive when carrying larger items.





# PAINT) (SHIELD

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# Figures

**Fiat Panda Cross**  
0.9 TwinAir

**Suzuki Swift**  
4x4 1.2


On-the-road price/total as tested	£15,945/£17,050	<b>RESIDUALS</b> NEITHER contender has strong predicted residuals, but the Fiat's 34.2 per cent figure is particularly disappointing.	£14,199*/£14,199	
Residual value (after 3yrs/30,000)	£5,453/34.2%		£5,097/35.9%	
Depreciation	£10,492		£9,102	
Annual tax liability std/higher rate	£477/£953		£546/£1,092	
Annual fuel cost (12k/20k miles)	£1,619/£2,698		£1,511/£2,518	
Ins. group/quote/road tax band/cost	10/£270/C/£30		11/£297/C/£110	
Cost of 1st/2nd/3rd service	£179/£320/£179		<b>£199/£405/£298</b>	
Length/wheelbase	3,705/2,300mm		3,850/2,430mm	
Height/width	1,657/1,662mm		1,535/1,695mm	
Engine	2cyl in-line/875cc	<b>ENGINE</b> DESPITE its small capacity, the Fiat's two-cylinder engine packs a decent punch. A torque output of 145Nm means lively real-world performance.	93/6,000 bhp/rpm	<b>SERVICING COSTS</b> THERE'S no pre-paid pack available, while individual service bills are high, particularly when you consider the short 9,000-mile intervals.
Peak power	89/5,500 bhp/rpm		118/4,000 Nm/rpm	
Peak torque	<b>145/1,900 Nm/rpm</b>		5-spnd manual/4wd	
Transmission	6-spnd manual/4wd		40 litres/sealant	
Fuel tank capacity/spare wheel	35 litres/sealant		211/528 litres	
Boot capacity (seats up/down)	225/870 litres		1,085/475/1,000kg	
Kerbweight/payload/towing weight	1,090/480/800kg		10.4 metres/N/A	
Turning circle/drag coefficient	9.7 metres/N/A		3yrs (60,000)/1yr	
Basic warranty (miles)/recovery	3yrs (60,000)/1yr		9,000 miles (1yr)/149	<b>PERFORMANCE</b> OUR acceleration figures are for existing 1.2-litre with 94bhp and 118Nm of torque. Order a Swift 4x4 today and you'll get new Dualjet engine, which claims identical performance.
Service intervals/UK dealers	9,000 miles (1yr)/160		33rd/16th	
Driver Power manufacturer/dealer pos.	27th/24th		94/82/62/5	
Euro NCAP: Adult/child/ped./stars	82/63/49/4	<b>FUEL ECONOMY</b> TWINAIR engine is a technical marvel, but it can't deliver claimed efficiency. Our 36.4mpg return is well behind the official figure.		
0-60/30-70mph	13.1/14.5 secs		<b>11.8/12.8 secs</b>	
30-50mph in 3rd/4th	4.7/5.8 secs		6.5/10.1 secs	
50-70mph in 5th/6th	11.0/14.0/N/A secs		21.6/N/A/N/A secs	
Top speed/rpm at 70mph	104mph/3,250rpm		103mph/3,300rpm	
Braking 70-0/60-0/30-0mph	53.4/38.5/9.6m		54.3/38.4/9.3m	
Noise levels outside/idle/30/70mph	68/45/66/69dB		65/45/63/70dB	
Auto Express econ (mpg/mpl)/range	<b>36.4/8.0/280 miles</b>	<b>SAFETY KIT</b> FIAT only gets six airbags, but ESP has recently been added as standard, while clever autonomous emergency braking system can be fitted for £250.	39.0/8.6/343 miles	<b>STANDARD KIT</b> THERE aren't many options, but Suzuki comes with desirable additions such as sat-nav, climate control, Bluetooth, a DAB radio and keyless entry and start.
Govt urban/extra-urban/combined	47.9/65.7/57.6mpg		43.4/57.6/51.3mpg	
Govt urban/extra-urban/combined	10.5/14.5/12.7mpl		9.6/12.7/11.3mpl	
Actual/claimed CO2/tax bracket	179/114g/km/15%		167/126g/km/18%	
Airbags/Isfix/park sensors/camera	<b>Six/yes/£250/no</b>		Seven/yes/£261/no	
Automatic box/stability/cruise control	No/yes/no		No/yes/yes	
Climate control/leather/heated seats	Yes/no/£250		Yes/no/no	
Metallic paint/xenon lights/keyless go	<b>£300/no/no</b>		£430/yes/yes	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/no/yes		<b>Yes/yes/yes/yes</b>	

## Deals & discounts

Facts, figures and advice powered by [carbuyer.co.uk](http://carbuyer.co.uk)

**carbuyer**  
.co.uk

THE Panda Cross is new to UK showrooms, but already Fiat is running some tempting finance deals on its mini mud-plugger.

For instance, it currently offers a £1,400 deposit contribution with a four-year i-Deal PCP plan, which means you only need to put down £259 initially, followed by 48 monthly payments of £259.

There's a competitive APR of 4.5 per cent and at the end of the deal you can hand the car back, use it as a trade-in or pay £3,743 to own the Panda outright.

Suzuki has plenty of zero per cent finance deals available on a variety of Swift models, but sadly not the 4x4. However, with its 43-month PCP plan you can have this SZ4 on your drive for £205 per month with a £2,104 deposit, an optional final payment of £4,677 and a competitive APR of 5.7 per cent.

If you want a straight cash discount, then specialist online broker [buyacar.co.uk](http://buyacar.co.uk) can supply a Panda Cross TwinAir for £12,962, which represents a saving of £2,983. The same company is also offering a hefty discount of £3,704 on the Swift 4x4 SZ4.

## Results

### FIAT

THE rugged and characterful Panda takes a well deserved victory in this encounter. It's far and away the most capable small 4x4 money can buy, and is equally at home clambering up a muddy hillside as it is darting around crowded city streets. And while the TwinAir engine is thirsty, it's a punchy performer. It's expensive, but no other small car can match the Cross' unique blend of talents.



# 1st

### SUZUKI

IN two-wheel-drive guise, the Suzuki Swift is still one of our favourite superminis. Yet in 4x4 guise, it doesn't make as much sense. It's still fun to drive, solidly built and well equipped, but it doesn't offer enough extra versatility and all-weather security over the standard car to justify its higher price or increased running costs. With more power or greater off-road focus, the Swift would shine.



# 2nd

\*Price for Dualjet model. In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or [www.theAA.com](http://www.theAA.com)) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

## Panda Cross range secrets

### Optional extras?

THE Fiat is available with a whole host of extras, including a Winter Pack and City Brake Control for £250 each, as well as a £50 fold flat front passenger seat and £155 privacy glass. Optional kit on the Suzuki is limited to £430 metallic paint.

### Other Panda 4x4s?

AS well as the TwinAir version tested here, the Panda Cross is available as a £16,945 1.3-litre Multijet diesel. If you want something a little less extreme, the standard 4x4 can be had as a £15,295 1.3-litre diesel or a £14,295 TwinAir petrol.

### Dacia Duster

IT'S not as small as our contenders here, but the Dacia Duster 4x4 is available from only £11,495. Even in flagship 1.5 dCi Laureate guise, the car will set you back just £15,495. If diesel isn't your thing, Dacia has announced a new 123bhp turbo 1.2-litre petrol model.

## Worth considering...





**Richard Ingram**  
Richard\_Ingram@dennis.co.uk  
@cutt\_ings

**AE** FEW people buy a supermini for its load-lugging ability, but as even the tiniest city runarounds now offer enough space for a weekend away, owners are expecting more from their small cars.

As deputy news editor, I spend a lot of time on the road, attending car launches and other events. But at the weekend, my girlfriend, Anna, and I frequently load up the car with luggage and visit friends and family up and down the country.

On paper that shouldn't be a problem, as our Vauxhall Corsa's 285-litre boot is on par with the best in class. Plus, it claims a total load volume of 1,090 litres with the rear seats folded flat, allowing plenty of room for the occasional trip to the tip.

Yet while all that sounds impressive, after living with the car for a few months, there's one failing I simply can't forgive, and that's the single-piece rear bench.

## Loaded

While many rivals have 50:50 or 60:40 splits, it's all or nothing with our Corsa Excite. Other versions have a split-fold back seat, but it's not even an option on this car. As a result, you can't fit three or four people plus luggage inside – some weekend essentials have to stay behind.

This was particularly apparent when we loaded up the Corsa recently for a three-day trip to the south coast. Anna and I offered friends Hannah and Rachel a lift, not realising they'd bring their entire wardrobes, plus the kitchen sink.

Fitting everything in was like trying to master a giant, three-dimensional game of Tetris. In the end we had to fill the footwells and pile stuff on the middle seat. Things would've been much easier if we'd been able to split the rear bench in two, although those in the back would've been squeezed on to two-thirds of the seat.

Still, as I pile on the miles, the Corsa's tiny three-cylinder turbo is coming into its own. It's incredibly quiet in town, and the addition of a sixth gear means it's very refined on the motorway, too.

It's also got bags of torque. Every time I pull up a slip road or away from some lights, I'm amazed at how sprightly it feels. This great engine transforms the Vauxhall from a middle-of-the-road small car to a true VW Polo or Ford Fiesta rival.

But while practicality isn't crucial in this class, it's currently a chink in the Corsa's armour. And sadly for my passengers, it means a budget airline-style hand luggage-only policy from now on.

**MY RATING** ★★★★★☆

“Three-cylinder turbo is quiet in town, and sixth gear means it's refined on motorway”



# Vauxhall Corsa

**SECOND REPORT** Lack of split-fold rear seat hits supermini's practicality



**PRACTICALITY** Rear provides decent space for adult passengers, although Excite can't even be specified with split rear seat as an option



Derek Goard





**GOOD & BAD POINTS...**  
"Corsa has always been a practical supermini, but the lack of a split-fold rear bench on Excite models is an oversight"

## Essentials

### Vauxhall Corsa 1.0 T Excite A/C

On fleet since:	December 2014
Price new:	£14,095
Engine:	1.0-litre 3cyl, 113bhp
CO <sub>2</sub> /tax:	115g/km/£30
Options:	Metallic paint (£545)
Insurance*:	Group: 12 Quote: £273
Mileage/mpg:	5,241/38.4mpg
Any problems?	Frozen touchscreen

\*Insurance quote provided by AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three points.



**FOLDING SEATS** Boot space expands to 1,090 litres, although a 50:50 or 60:40 divide in seatback would make the area more usable



**INTERIOR** Dashboard design is a vast improvement over previous car's, with IntelliLink touchscreen adding smartphone connectivity



**ON THE ROAD** Six-speed manual gearbox makes Vauxhall a capable cruiser, although the handling isn't quite as much fun as a Fiesta's



## Fleetwatch



### Peugeot 308 SW

OUR 308's dashboard has flashed yet another warning message, and this time it claims the engine will stop in 1,500 miles if it isn't topped up with urea. Senior photographer Pete Gibson did a little research and found this is essentially, well, wee. A little confused, he called his local Peugeot dealer, Robins & Day in Chelmsford, Essex, which revealed that the SW required some AdBlue – a mixture of urea and water.

This liquid is used in all the brand's BlueHDI models, and is injected into the catalytic

converter, where it helps turn around 85 per cent of the engine's harmful nitrous oxides into water and nitrogen. The AdBlue is stored in a 17-litre tank, which needs filling every 12,500 miles. Happily, it took Pete minutes to top up, as the cap for the tank is under the boot floor.

### BMW i3

ROAD test editor James Disdale is a big fan of our i3, but after plugging it in to charge at his house, he was reminded that electric cars still require compromises.

Having parked up on his driveway, our man spent about 10 minutes feeding the charging cable through a downstairs window before being able to plug it into a socket. A wall-mounted i Wallbox would make life easier, but you're still left with a tangle of wires that are often dirty from being left on the ground in all weathers.

Even so, the i3's bold looks, classy cabin and blistering pace make these hassles easy to forget.

## Our fleet

<b>Audi TT</b>	Issue 1,359
<b>BMW i3</b>	Issues 1,338, 1,353
<b>Dacia Duster</b>	Issues 1,305, 1,315, 1,330, 1,339
<b>Fiat Panda Cross</b>	Issue 1,359
<b>Hyundai i10</b>	Issues 1,332, 1,338, 1,348, 1,357
<b>Jaguar F-Type</b>	Issues 1,307, 1,319, 1,329, 1,344, 1,355
<b>Kia Soul EV</b>	Issues 1,350, 1,360
<b>Lexus IS 300h</b>	Issues 1,312, 1,320, 1,329, 1,340, 1,355
<b>Mazda 3</b>	Issues 1,311, 1,334, 1,345, 1,357
<b>MINI Cooper D 5dr</b>	Issues 1,346, 1,352, 1,360
<b>Peugeot 308 SW</b>	Issues 1,342, 1,356
<b>Range Rover Sport</b>	Issue 1,356
<b>SEAT Leon SC Cupra</b>	Issue 1,353
<b>Skoda Superb Estate</b>	Issues 1,347, 1,358
<b>Suzuki Swift</b>	Issue 1,358
<b>Vauxhall Corsa</b>	Issue 1,354
<b>Volkswagen Golf GTI</b>	Iss. 1,320, 1,332, 1,341, 1,352

### TESTERS' NOTES...

"This 'new' Corsa is actually a clever update of the old car. So you get the same roomy cabin, but improved drive and stronger refinement."

DEAN GIBSON  
DEPUTY ROAD TEST EDITOR



cticality



### Running costs

38.4mpg (on test)  
£50 fill-up



### Practicality

Boot (seats up/down)  
285/1,090 litres



### CO<sub>2</sub>/tax

115g/km  
£30 or 15%



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# Marketplace

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**Mr D.S - Skoda Yeti (February 2015)**

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**5/5 Rating: ★★★★★**

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Both - £19.95

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The amazing cleanser polish

**Practical Classics** said, "Goes on easily with the applicator pad included...there's a very slight cutting element to this polish. Removal of the polish was rapid and straightforward leaving behind an exceptionally high-gloss finish."

"It was impossible to leave fingerprints on the smooth surface and...as close to a friction-free finish as is possible. Top marks."

Cleanser-Polish £14.95 includes buffing cloth and applicator pad

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P&P £2.95

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**Order online www.bilthamber.com**

**GROUP TEST WINNER Overall 15/15**

**BILT-HAMBER**





**NEED TO KNOW...**  
"Each Thule product can carry bikes of different sizes, thanks to the adjustable fitting arms and brackets"

**PRICE FROM £175 (SPRINT 569)**

## Bike racks at double

### NEW PRODUCT

#### Thule cycle carriers

**RRP:** From £175 (Sprint 569)

**Contact:** [www.thule.com](http://www.thule.com)

**AE** TWO new additions to Thule's line-up of cycle carriers offer a range of options for drivers planning an activity-packed spring getaway.

The roof-mounted Sprint and towball-based VeloCompact are launched this month, and each carrier offers different options to suit a variety of cars and bikes. The Sprint 569 is the cheapest at £175 for a single bike holder, and works with Thule-made roof bars with T-tracks.

The company says the Sprint has been developed while working closely with bike manufacturers, and as a result will suit a wide range of sizes and styles of cycles. Thule claims installation is simple and doesn't require any

tools. It involves a unique AcuTight feature, which lets out a reassuring 'click' once the bike's frame is held in place.

Meanwhile, the VeloCompact series is designed for motorists who need to transport more than one bike – it promises to carry up to four with the addition of an adaptor. But the two-bike VeloCompact 925, priced at £320, is the first product in this range to be launched.

It'll soon be joined by the VeloCompact 926, which will cost £425 and carry three cycles. Owners of cars with a rear-mounted spare wheel can buy a £65 optional adaptor to use this, while a fourth bike adaptor is £115 extra.

Thule says the VeloCompact is easy to fit. Plus, once it's in place, it can tilt backwards to give access to the boot, while owners can lock their bikes to the rack when leaving the car. And when it's off the car, it folds flat for easy storage.

### THIS WEEK'S HOT KIT



## Henry Willis

### Got a query?

Henry\_Willis@dennis.co.uk  
@WineryHills

### Q Multiple in-car kit charger

I HAVE lots of aftermarket kit in my car, but struggle to charge my phone, sat-nav and other accessories at the same time. How can I power multiple electrical items together on the go?  
**James Gilchrist, E-mail**

**A** A 12V adaptor should give you plenty of charging options, and we tested these just a few weeks ago, in Issue 1,353. The stand out choice was the Ring Multi Socket RMS10, with its two cigarette lighter sockets for charging, plus a pair of USB ports. We spotted it for £12.99 as we went to press. See [www.ringautomotive.co.uk](http://www.ringautomotive.co.uk) for details.

### Q How do I protect my boot?

WHEN I carry tools, garden waste and other bulky items in my car, they tend to scratch the fabrics and plastics in the boot. Is there anything I can do to protect these?  
**Brian Finn, E-mail**

**A** IT sounds like you need a boot liner. Not only do these act as anti-slip mats to prevent items from moving around in the first place, but they're also a buffer between what's in your boot and the car's fabric and plastics. Our favourite boot liner is the Carbox FormMat – we tested it on a Volkswagen Tiguan in Issue 1,346, although it's made to fit many other models, too. Our version cost £71.45, but prices vary depending on your car. For more info, go to [www.carbox.co.uk](http://www.carbox.co.uk) or [www.bootliners.co.uk](http://www.bootliners.co.uk).

## Luxury Euro road trips are go

### NEW PRODUCT

#### Top Marques Events tours

**Price:** From £6,600 (France and Ireland)

**Contact:** [www.topmarquesevents.com](http://www.topmarquesevents.com)

CLASSIC and sports car owners may dream of taking their pride and joy on holiday, but it can involve some organising. Top Marques Events promises to take the hassle out of it.

The company has four packages set up for 2015, taking in sights across Europe, with the best driving roads, restaurants and hotels along the way. And each experience is open to no more than 20 like-minded motoring enthusiasts.

Kicking off the Top Marques Events calendar is the five-day Champagne Tour across northern France. This runs from 26 April to 1 May, and includes various interesting stops along the way, such as

a visit to Le Mans. Other ventures take in drives to the Swiss Alps (5-11 July) and an Irish Castles Tour (27 September to 3 October). A bespoke Classic Cotswold Tour can be booked on request.

All prices include back-up from a two-strong support crew, while the company has a small pool of classics for those who don't have a car or who'd rather leave theirs at home.



**NEED TO KNOW...**  
"Tours to France and Ireland cost £8,600, with the trip to Switzerland £7,800. All fees include a support crew of two"

## TOP TIPS Use Web tyre retailer



SHOPPING for a new set of tyres needn't be time-consuming; you can do it from the comfort of your home with an online tyre retailer, and get a great deal in the process. When we rated various websites in Issue 1,334, the best was Black Circles – it gave extensive mail order and partner fit deals at good prices. Click on [www.blackcircles.com](http://www.blackcircles.com) for more.





**PRICE £199.99**

# Dash cam's got your back

## FIRST TEST

### Road Angel Halo dash cam

Best price: £199.99 Rating: ★★ ★

Contact: 01327 855586, [roadangelgroup.com](http://roadangelgroup.com)

**Henry Willis**

HAVING made its name in safety camera locators, Road Angel has moved into the booming dash cam market by releasing the Halo – a dual-facing system for recording accidents.

There are separate cameras that you fix to the front and rear windscreens. You then run a long power cable from the rear to the front, and a 12V power lead from the front into the cigarette lighter socket. Turn the ignition key, and a green light confirms the Halo has started loop recording. The only

trouble is, as there's no screen built into either unit, there's a fair bit of guesswork in finding the right camera angle.

This is a common gripe of ours with dash cams, and it's not helped by the fact the mounts for each camera have to be stuck on with strong adhesive, which doesn't leave much room for error. Still, LEDs flash up on the main unit to indicate filming or faults.

On the road, we simulated a crash by braking heavily and carrying out repeated emergency stops, and the Road Angel's built-in G-sensor was sensitive enough to pick up all our fake crashes, without being too sensitive. It bookmarks each one in the film loop, so they're easy to find when you're reviewing footage. Road Angel

supplies a 16GB Micro SD memory card, plus a USB adaptor, making it simple to transfer files on to a PC and review footage using the company's software.

When we did this, we were impressed by the picture quality – the front-facing camera records in 1280 x 720p high-definition and spans 150 degrees, while the rear films in 640 x 480p.

Plus, the GPS pinpoints where our 'crashes' took place, which we could accurately see on Google Maps. Audio recording inside the car works well, too.

Overall, this is the best dual-facing cam we've tested so far, even if set-up could be easier. And you can find out how the Road Angel compares against the competition in our dash cam group test in the 8 April issue of Auto Express.

## news, deals & events



### Building blocks of LEGO's success

LEGO has overtaken Ferrari as the world's most powerful brand, according to research from asset valuation consultancy Brand Finance. Performance was ranked on marketing investment as well as the goodwill the company has built with customers and staff. As the toy manufacturer has cashed in on the success of The Lego Movie, Ferrari has struggled to adjust to its motorsport arm not enjoying the success it once did in Formula One, the report added.

### Plug-in saving as electric cars boom

THE number of plug-in electric vehicles in the United Kingdom now exceeds 25,000, according to infrastructure provider Chargemaster. To tie in with popular demand, the firm is offering to fit charging points at workplaces for employees. A 7kW hook-up can be fitted by a technician for £1,194, while 22kW units are available too. See [chargemasterplc.com](http://chargemasterplc.com) for details.

### Hit autojumble is back for third date

THE third Huddersfield Autojumble of 2015 takes place next Sunday (22 March). These regular events, held at the Old Market Building in the centre of the West Yorkshire town, are well established on the local motoring calendar, and see a number of stallholders selling everything from second-hand nostalgia to new parts and tools. Doors open to customers from 10am. For more information, log on to [phoenixfairs.jimdo.com](http://phoenixfairs.jimdo.com).

Know an event coming soon?  
Contact [Henry.Willis@dennis.co.uk](mailto:Henry.Willis@dennis.co.uk)

# Grippy new tyre is a wet winner

## NEW PRODUCT

### Uniroyal RainExpert 3 tyre

Best price: From £33 (155/80 R13)

Contact: 0121 382 4814, [www.uniroyal-tyre.com](http://www.uniroyal-tyre.com)

GETTING the most grip out of a tyre is key at all times, but never more so than when driving in heavy rain. Continental associate brand Uniroyal claims its new RainExpert 3 tyre gives impressive wet weather performance thanks to its specially designed tread and rubber compound.

Its asymmetrical tread pattern features large draining grooves which the maker claims clear water quickly. But on top of this, Uniroyal has introduced unique Shark Skin Technology on this tyre. It's a special raised surface between the tread's longitudinal grooves that channels water out more quickly, and promises to help the tyre resist aquaplaning.

Uniroyal also claims the newcomer delivers improved wet and dry braking over its predecessor, as well as a five per cent reduction in rolling resistance, which will boost economy.

The RainExpert 3 is sold in 71 sizes, for 13 to 18-inch rims, and rated at B for wet grip and E for efficiency in EU tyre labels.

**PRICE FROM £33 (155/80 R13)**







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Halo

## ROAD ANGEL™ Halo

A brand new, discreet accident camera device has been launched by Road Angel. Available with both front and rear camera units, high resolution and real-time recordings, Road Angel Halo is ready to catch any accidents that may happen on the way.

### Why choose Road Angel Halo?

- Provides both forward and rear facing cameras to catch an accident at either angle
- Downloadable footage to be viewed on the computer
- HD camera resolution
- Provides real time, event, manual and parking modes to cover an accident in almost any scenario
- Mounts easily to your windscreen
- Built in GPS with Google maps
- Optional sound recording with privacy button
- Sound recording allows for more reliable evidence in a claim

For more information and to order

Call us on 01327 855586 or visit  
[www.roadangelgroup.com](http://www.roadangelgroup.com)

### Recording modes:

**Real-time mode** – Records any journey you make and simply saves the footage as you go

**Event mode** – Activates when an incident occurs during real-time recording and saves the footage separately

**Manual mode** – Double click the end button during real time recording to manually create an event file

**Parking mode** – Activates when the ignition is switched off and records if any movement is detected



HD

High definition  
resolution

(((G)))

G-Force  
sensor



Built in GPS with  
Google Maps



Optional sound  
recording



## Mini test

**NEED TO KNOW...**  
"Launch says its Booster Pack has a maximum cranking output of 400A – perfect for small to medium-sized car batteries."

### NEW PRODUCT

#### Launch Booster Pack

**Best price:** £120

**Contact:** 01752 344989,

[launchtech.co.uk](http://launchtech.co.uk)

WE set about putting the Launch Booster Pack to the most important task in hand – getting a car started with a flat battery. As we hooked up the terminal clamps, we tested for a polarity alarm, which sounded as soon as we deliberately hooked up positive and negative the wrong way around.

The battery in our car was completely flat and we used each product to start the engine over and over until it was flat. Launch's Booster Pack fired up our car 14 times before needing to be recharged – good, but not as many as the 20 the maker claims. Not as many as the Sealey, either.

Still, the Launch impressed with its gadget charging accessories, with attachments for iPhones old and new, Android handsets, plus other common fitments. If it was cheaper, it'd score higher.

**Rating:** ★★☆☆



# Battery boosters to fit in your glovebox

**Henry Willis**

RESEARCH by Kwik Fit has found more than three in five drivers regularly charge accessories in their car, and risk draining their batteries.

One way not to get caught out with a flat battery is to carry a powerpack, and small, portable versions have obvious appeal. We tested a new version from Launch against products we've rated highly in the past.

Sealey's compact LSTART235 caught our attention in Issue 1,311. It was one of the first of a new generation of powerpacks that use a lithium-ion battery to save on size. Similarly, Cobra's Jumpack has impressed before.

Prices for all three were taken from a range of sources as we went to press. But while the compact Launch product impressed, the Sealey remains the best option, giving us the most boosts to a flat car battery. Cobra's Jumpack is similar to the Launch for a lower price.

**"Portable powerpack will prevent you from getting caught out with a flat battery"**

### ACCOMPLISHED TOP PICK

#### Sealey LSTART235

**Best price:** £129.11

**Contact:** 01284 757500, [sealey.co.uk](http://sealey.co.uk)

THE Sealey scored where it really counts, providing the most boosts on test, edging the Launch's 14. Maximum cranking is lower, at 235A, though, so it'll be less effective on cars with bigger batteries. Still, other options in the company's LSTART range are made for larger batteries. A solid all-rounder.

**Rating:** ★★★★★



### BARGAIN CHOICE

#### Cobra Jumpack

**Best price:** £79.99

**Contact:** 0345 640 2020, [argos.co.uk](http://argos.co.uk)

AS the smallest option here, the Cobra will fit in the glovebox or door pockets of most cars. But this convenient compact size comes at the expense of power output, as it only started our car once before needing to be recharged. Cheaper than rivals, though, and good for emergencies.

**Rating:** ★★☆☆



## books, dvds & games



### The Mobility Revolution

Lukas Neckermann (Matador, [www.troubador.co.uk](http://www.troubador.co.uk))

**Price:** £9.90 (paperback) **Rating:** ★★☆☆

THE future of mainstream transport solutions is ever-changing, and this book explores the ways in which the industry could unfold. Author Neckermann centres his studies on targeting reductions in emissions, accidents and ownership. It makes for an interesting read, although it's a little bit text heavy.

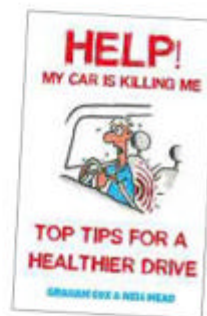


### Help! My Car is Killing Me

Graham Cox and Nell Mead

**Price:** £5.81 (Kindle) **Rating:** ★★★★★

THE company behind the SHOFT posture aid – reviewed in Issue 1,359 – has released a round-up of tips for maintaining a good seating position while driving. For those who have suffered from a bad back before, this contains lots of hints to prevent pain from returning, with all the advice coming from experts.

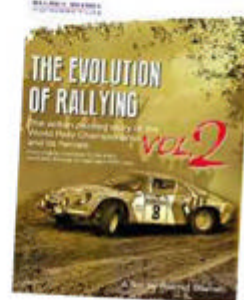


### The Evolution of Rallying Vol. 2

Duke Video ([www.dukevideo.com](http://www.dukevideo.com))

**Price:** £22.99 **Rating:** ★★★★★

MORE than 40 years of rally progress are documented in the second instalment of these films. This volume follows the early stages of off-road racing with basic models up to the modern cars now used. Driver interviews are included. This is simply a must for WRC fans.



## App of the week



### AG Drive

**Available for:** iOS

**Price:** £2.99 **Rating:** ★★★★★

THIS futuristic racing game puts you in the driver's seat of a gravity-defying kart. It's similar to older, console-based titles, like the F-Zero series. Landscapes capture the imagination and graphics are impressive, while gameplay is fast and frantic. Definitely worth the money.







GPS & Laser/Radar Speed Camera Detector

# Don't become a statistic.

Now at  
Halfords

## Halfords Customer Comments

**"Warnings are bang on"**  
happygolucky1650, Coalville

**"Good Tool For the Price"**  
BrettSp, South Yorkshire

**"4Zero is brilliant, brilliant, brilliant!!!!"**  
bobntrace, Reading

**1 in 5 drivers have been caught speeding and there are currently over 5,100 active speed cameras within the UK.**

Alerting you to all fixed and mobile speed traps, Snooper 4ZERO is an all encompassing, sleek and portable speed camera detector. It uses the most advanced GPS technology to accurately alert you when you are in the presence of "fixed" speed traps such as Gatso and Truvelo cameras. This also includes SPEC's average speed cameras, that are often found through motorway road works.

The highly sensitive laser detector is designed to alert you to all types of mobile laser gun. With Snooper's laser detection now being more accurate than ever, you now get longer detection ranges and more advanced pre-warnings. Plus, the sophisticated radar detector can pick up 'scatter' from Gatso cameras and handheld radar guns, providing advance warnings of their position.

## Key Features

- Alerts to new stealth cameras seen on Top Gear.
- Fixed GPS speed trap database\*
- Extended detection range
- Laser/Radar alerts
- Windscreen or Dash mounted



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# WASH WAXES

Which of nine products offers quick, easy bodywork protection?

## PRODUCT GROUP TEST 11 | 3 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to [www.autoexpress.co.uk](http://www.autoexpress.co.uk) to look through our huge online test archive.

**AE** Kim Adams

ANY time you can save on protecting your car during the cold weather is worth having, and wash waxes are designed to do just that. They go on wet bodywork, and eliminate the drying stage or apply protection as you shift water, reducing the time with freezing fingers. Others also aim to cut drying time.

But the protection needs to last beyond the next wet weather drive, so we braved the freezing winter and early spring temperatures to find the long-distance runners among nine time savers.

### Autoglym Aqua Wax

Best price: £14.99

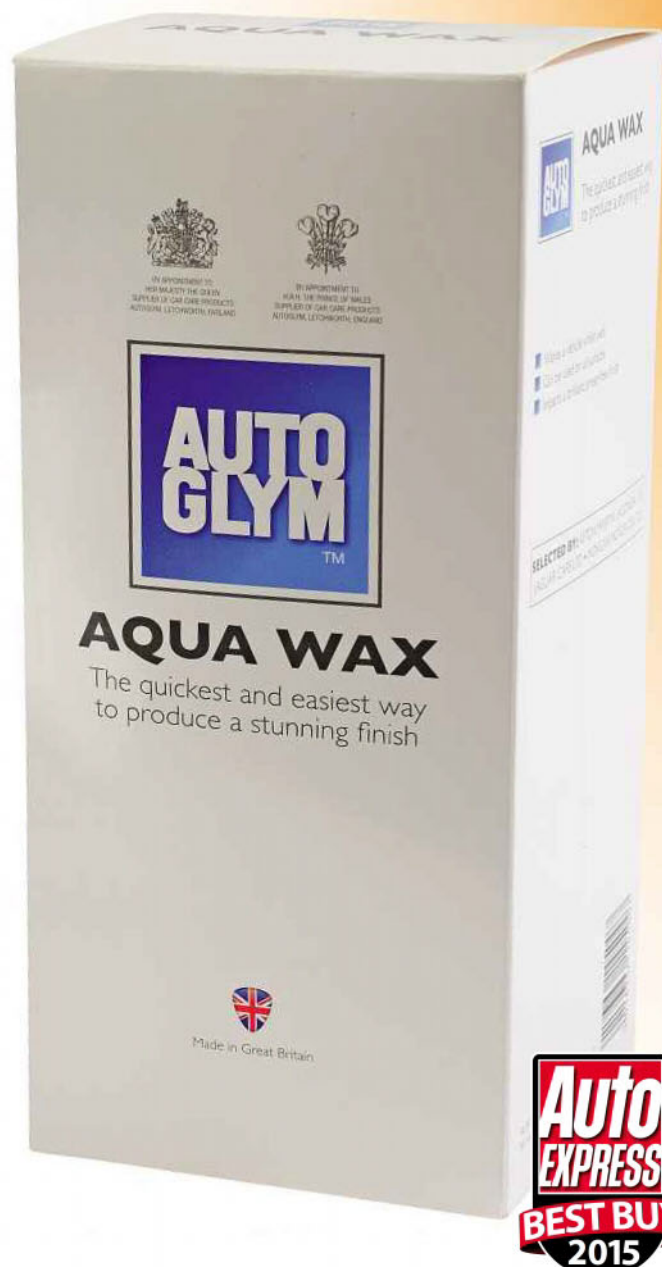
Size: 500ml

Contact: 01462 677766,

[www.autoglym.com](http://www.autoglym.com)

**BEST BUY** NOT the cheapest option here, but you do get two good-quality microfibre cloths in the Aqua Wax kit. You need both, as one is used to spread the spray-on wax over the wet bodywork, drying as you go. The second is used to buff to a shine. More work than some here, but the protection is real and lasting, easily clearing water at the end of our test. A class act.

Rating: ★★★★★



### Meguiar's Ultimate Quik Wax

Best price: £14 Size: 450ml

Contact: 0870 241 6696,

[www.meguiars.co.uk](http://www.meguiars.co.uk)

**RECOMMENDED** TOP-performing Quik Wax has to settle for second this time around, but it was close. The qualities that helped it succeed in previous tests were still clear to see, as it beaded water right to the end, if not quite as vigorously as our winner. It's a bit more pricey, but easier to apply – simply spray on and wipe to a shine. No mention of using on a wet car, but it obviously works.

Rating: ★★★★★



### Triplewax Wax-on

Best price: £5

Size: 500ml

Contact: 0161 764 5981,

[www.tetrosyl.com](http://www.tetrosyl.com)

**RECOMMENDED** TEST debut for this new wax from CarPlan brand Triplewax, which can go on wet and dry paintwork. It can be used on paint, plastic and glass – just keep it off the windscreen. It goes on in much the same way as our champion, with one cloth spreading and drying and a second to buff. Protection was good, clearing water effectively right to the finish, but a touch behind our top two. Keen price makes this our budget pick.

Rating: ★★★★★



**NEED TO KNOW...**  
 "Wash waxes appeal as they're relatively easy to apply, but you still want them to be effective, so we rated long-lasting beading"



## How we tested them

WHILE ease of application played a role, we mainly looked for long-lasting protection from our waxes. We applied each one to a masked-off bonnet, rating the effort this took. The bonnet was left out during four of the wettest winter weeks, including several days under a layer of snow, and we monitored water beading throughout. Our final factor was price, taken from a range of online sources as we went to press.

## Auto Express Verdict

IT'S not the easiest to use, but Autoglym Aqua Wax revelled in the harsh conditions. Close behind was another past favourite, Meguiar's Ultimate Quik Wax. For a cheaper option, try Triplewax Wax-on.

1. Autoglym Aqua Wax
2. Meguiar's Ultimate Quik Wax
3. Triplewax Wax-on

### Armor All Speed Wax

Best price: £4.52  
 Size: 500ml  
 Contact: 0845 602 1995,  
[www.armorall.eu](http://www.armorall.eu)

KEEN Internet price puts this alongside newcomer Triplewax, but it trailed slightly when it came to shifting water. It was clearly working throughout the test – just not quite as quickly. Like Wax-on, it can be used on glass, plus it only requires spraying and wiping to a shine. It's not the easiest to buff, but the effort is rewarded by a decent protective finish.

Rating: ★★★★★



### Muc-Off Wet Look Speed Wax

Best price: £6 Size: 500ml  
 Contact: 01202 307790,  
[www.muc-off.com](http://www.muc-off.com)

NEW from Muc-Off, Speed Wax is step three of a four-stage car valeting programme and can also be used as a detailer for quick cleaning between washes. It looks similar to Muc-Off's Split Second Detailer, but we reckon it works a touch better in this role. You need to spray, dry then buff, although we think the finish was more vigorous than its stablemate, even if it slowed towards the end.

Rating: ★★★



### Turtle Wax Wet & Dry Spray Wax

Best price: £6.99  
 Size: 500ml  
 Contact: 01695 716610,  
[www.turtlewaxeurope.com](http://www.turtlewaxeurope.com)

THERE was little to choose between the bottom four in our test, but this was the one that was working the best at the end. Beading early on in our test had been slower than with the top performers during the coldest weather, but it was still working after four weeks, albeit slowly. It's one of the easiest products to apply – spray on to wet bodywork and spread, removing most of the moisture, then leave to dry.

Rating: ★★★



### Angelwax Blue Rinse

Best price: £7.95  
 Size: 1,000ml  
 Contact: 0141 886 6732,  
[www.angelwax.co.uk](http://www.angelwax.co.uk)

THE name comes from the distinctive colour of this rinse aid. Angelwax calls it a "wax-infused finale", and says it's designed to be sprayed on after rinsing to bead away water. But the company obviously knows its product, which can be diluted, as that beading effect stayed around for a week or so before fading, and it's one of the easiest to apply.

Rating: ★★★



### Meguiar's Gold Class Quik Detailer

Best price: £12  
 Size: 473ml  
 Contact: 0870 241 6696,  
[www.meguiars.co.uk](http://www.meguiars.co.uk)

THIS is the missing link between washing and waxing, according to Meguiar's, and its performance falls somewhere in between, too. You get more protection than from a shampoo and wax, but not as much as from a conventional sealant. Easy spray and wipe application delivers a good finish that beaded well at the start, yet faded at the end.

Rating: ★★★



### Simoniz Rinse Off Wax

Best price: £4.99  
 Size: 500ml  
 Contact: 0161 866 4800,  
[www.holtsauto.com](http://www.holtsauto.com)

THE harsh weather did Rinse Off Wax no favours as it struggled in most assessments. It was still working, but very slowly at the end, having only been a match for our leaders at the start of the test. It's not the easiest to apply, either, needing to be spread over a wet car, then rinsed and dried. As it's poured rather than sprayed on, you seem to use a lot, too, although the price is competitive.

Rating: ★★★





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Finnerty**

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Joe\_Finnerty@dennis.co.uk  
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## Volkswagen up!

**YOU TELL US...** Stylish city car is fun to drive, but has its faults

**22<sup>nd</sup>  
PLACE**

### 2014 Results up! Factfile

**Years:** 2012 to present **CO<sub>2</sub>:** 105g/km

**Fuel economy:** 62mpg (1.0 Move Up 5dr)

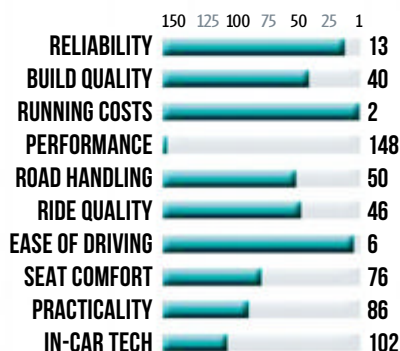
**Best features:** Body-coloured interior, front foglights, air-con, touchscreen navigation

**Prices:** From £5,000

#### OVERALL SCORE

**89.57%**

Bars show where model finished out of 150 cars in our 2014 survey. The lower the rating the better



#### GOOD

"I'M very happy with its looks and performance. Great gearbox and lovely to drive."

"Excellent small car with a big-car feel in terms of space and finish."

"For its price and size, the up! is unusually smooth and quiet."

"This simply oozes quality for a small city car. Body panel fit and shut lines are perfect."

"It's well packaged for a small car and costs very little to run."

"Great fun and just perfect for city driving."

#### NOT SO GOOD

"SMALL engine means you need to work the gears with four people on board or up hills."

"Problems with the sat-nav connection."

"Clicking clutch pedal which VW can't change."

"Recently started having an issue with outside smells getting into the car via the air-con unit."

"The seatbelt warning alarm keeps going off unnecessarily, which is really annoying."

"The claimed economy isn't representative of what I can manage."



**How do you rate your car?**  
Tell us what you think

[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)

**Q**

### Is new Ford Kuga on way?

I'M looking to buy a Ford Kuga, but don't want to get something just before the new model comes out. Do you have any information on a facelifted version?

**Andrew McCorran, E-mail**

**A**

*THERE'S nothing firm in the pipeline and we haven't seen any spy shots of a revised Kuga. However, the normal Ford product schedule means we'd expect a facelift possibly late this year – it's normally a three-year cycle, and the current model came out in 2012.*

**Q**

### Ibiza battery draining issue

THE battery on my 2009 SEAT Ibiza has started draining. It died after I went on holiday for a week in December, and was replaced soon after. But since then, if the car is left for a few days, it won't start. What's the issue?

**Derek Hughes, E-mail**

**A**

*THIS seems to be a common problem with Ibizas around this age, and should be fairly easy to fix. It occurs in cold weather, and a software update from a SEAT dealer should cure it. You'll have to book it in and it'll cost around £100 if your car isn't under warranty.*

**Q**

### Astra gearbox fault mystery

MY 2005 Vauxhall Astra automatic's gearbox has failed, and the garage is quoting nearly £2,000 to fix it. It only has 47,000 miles on the clock and has been really well looked after, so is it a fault with the car?

**Abigail Cooke, E-mail**

**A**

*THERE were some problems with Astras of this era – although mainly 2007/08 models – suffering leaking radiators and gearbox damage as a result. A limited recall was issued on some models for this radiator fault. Contact Vauxhall to find out whether your car should be covered by the recall.*

## WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?



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## Water pumps

WATER pumps tend to fail after 60,000 miles or so on the IS 250. Listen for rumbling from the engine bay.



## Steering

THE power-steering can be unreliable, so make sure there's a consistent feel as you turn the wheel; check for leaks, too.



## Build quality

INTERIOR trim isn't always as well screwed together as you'd hope for; listen out for rattles from the door trim panels and dash.

# BUYER'S GUIDE: Lexus IS Mk2

FROM £3,500 Comfort and reliability make compact exec a fine used buy



Richard Dredge

WHEN Lexus arrived in the UK 25 years ago, it aimed to give the established European premium marques a hard time. It's never managed to steal the thunder of the big three German brands, though, despite offering superbly built, well equipped and reliable cars.

The IS is the smallest model in the Lexus stable, designed to take on compact execs like the BMW 3 Series, so it's the most affordable and plentiful. Indeed, compared with more common choices, the IS represents great value. It's not quite the perfect compact exec, but here we show you what to look for on a Mk2.

## History

SECOND-generation IS arrived in November 2005, in 2.5-litre

petrol (IS 250) saloon form, while the first-ever diesel Lexus appeared two months later: the IS 220d. In April 2008, Lexus created a BMW M3 rival with its 417bhp 5.0-litre V8-engined IS F.

A facelift in November 2008 (for all cars but the IS F) brought a revised nose, an overhauled dashboard and a new trim structure (now SE, SE-I, SE-L). The IS 250C coupé-cabriolet hit showrooms in July 2009, in 2.5-litre petrol form only.

From December 2009, there was a new HDD navigation system and an F Sport trim, and in August 2010 the IS 200d replaced the IS 220d.

## Which one?

ALTHOUGH thirsty, the IS 250 is better to drive than the diesels, and more refined, too. Until

August 2010 it was offered with a manual gearbox, but six out of seven IS 250s are automatics. The diesels came in manual form only.

All ISs are well equipped. Standard kit across the range includes eight airbags, cruise control, a 13-speaker stereo, climate control, plus alloy wheels. The SE adds leather trim, heated and ventilated seats, automatic wipers, xenon lights, front and rear parking sensors and an electrically adjustable steering column.

The Sport also came with suede-effect seat trim, 18-inch alloys and lowered suspension.

## Alternatives

BMW'S 3 Series is the most desirable IS rival, thanks to a wide array of engines and bodystyles. Build quality is generally superb and dealers tend to be excellent, if costly. The 3 Series is also renowned for being sharp to drive.

A slightly less expensive alternative is Audi's A4, which unlike the Lexus can be bought in estate form. It's great for towing, thanks to some superb petrol and diesel engines, plus four-wheel drive is available.

The Mercedes C-Class is another premium family car that's in plentiful supply and

comes in numerous guises, although it can be costly to run.

## Verdict

FOR many, the IS appears to be the perfect car – well equipped, comfortable and great value. It's reliable, too. However, refinement and economy can be poor, and there are only a few engines to choose from.

The dynamics aren't as polished as some rivals', but as an ownership experience any Lexus is hard to beat – the dealer network offers unrivalled service. So while driving an IS probably won't raise your pulse, owning one shouldn't, either.

**"Compared with the more common German alternatives, the IS represents spectacular value, but it's not perfect"**





### NEED TO KNOW

The diesel engine can take quite a while to warm up, which is bad news if your journeys are usually short.

### NEED TO KNOW

IS 220ds built before the November 2008 facelift can suffer from turbo lag and a lack of power below 2,000rpm.

### NEED TO KNOW

The rear brake calipers can seize up and it's not always possible to free them. Fitting replacements is costly.

Photos by Tom Wood. Thanks to Imperial Car Supermarkets in Hampshire for the loan of the IS in our pictures.  
**Contact 023 8098 6917**  
[imperialcarsupermarkets.co.uk](http://imperialcarsupermarkets.co.uk)



**Alloys**  
LACQUER on the alloy wheels is prone to bubbling. They also tend to suffer from corrosion, especially if not cleaned regularly.



#### Performance

0-62mph/top speed  
8.9 secs/134mph



#### Running costs

44mpg (IS 220d)  
£75 fill-up



#### CO<sub>2</sub>/tax

148-168g/km  
£145-£205



### Interior

THOSE in the front get comfortable seats, but there's not much head or legroom. Build quality is good with lots of premium materials, although a fussy design can make the dash hard to use. Boot space is poor at 378 litres; the contemporary 3 Series had a 460-litre load area.

### Contacts

**Official**  
[www.lexus.co.uk](http://www.lexus.co.uk)

**Forums**  
<http://my.is>  
<http://clublexus.com>  
[www.lexusownersclub.co.uk](http://www.lexusownersclub.co.uk)



[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)

### OUR VIEW

DESPITE its age, the IS Mk2 finished an impressive 48th in our Driver Power 2014 survey, after peaking at 18th in 2009. Owners rated reliability and build quality highly, as well as in-car tech. Practicality and running costs were low points.

### YOUR VIEW

JOHN Loveless from Coventry owns a 2009 IS 220d. He told us: "It was great value as a used buy and it's very well equipped. It's reliable, but the engine is gruff and I'd expect better fuel economy. It's comfy, though, so I'll keep it for a while yet."

## How much?

	11 2011	10 2010	58 2009	57 2007	55 2006
Model					
S250 SE	£11,695	£10,450	£8,975	£7,450	£5,975
S250 SE-L	£13,695	£12,150	£10,395	£8,595	£8,650
S220d	£9,725	£8,725	£7,550	£6,295	£5,995
S220d SE	£11,695	£10,450	£9,875	£7,450	£5,975
S220d Sport	£13,195	£11,750	£9,995	£8,325	£6,650
S220d SE-L	£13,695	£12,150	£10,395	£8,595	£8,650
SF	£25,250	£21,250	£17,995	N/A	N/A

AN early Lexus IS 220d with 150,000 miles on the clock is worth just £3,500 or so, while a base-spec 06-plate IS 220d which has covered 80,000 miles is all of £5,000. Another £2,000 buys a 70,000-mile 58-plate IS 220d SE.

Thanks to the Lexus's appeal with private buyers there are more petrol-engined examples than you might think. Just £6,000 gets you a 40,000-mile 56-plate IS 250 SE, or a top-spec 55-plate IS 250 SE-L with 70,000 miles on the clock. The IS 250C is a rare buy; most have low mileage and are worth from £15,000. The same goes for the IS F.

## Running costs

		Fuel economy	CO <sub>2</sub> emissions	Annual road tax
Model				
IS 250	29-30	28mpg	214g/km	£285
IS 250 auto	28-30	31-33mpg	194-231g/km	£265-£485
IS 250C auto	29-32	30mpg	213g/km	£285
IS 200d	24-25	55mpg	134g/km	£130
IS 220d	27-29	44mpg	148-168g/km	£145-£205
IS F	44	24mpg	270g/km	£500

ALL IS models need attention every 10,000 miles or 12 months, with services alternating between minor (£245) and major (£445) – or £159 and £329 for cars over five years old. The 60,000-mile check-up costs £645 for the IS 250 and £445 for the diesels; a 100,000-mile service costs £595 for all examples. As petrol and diesel engines are chain-driven, cambelts aren't required, but the air-con needs to be recharged periodically, at £150 or so.

Brake fluid should be changed every two years and the coolant after 100,000 miles or 10 years (then every five years or 50,000 miles), but this is included in the prices given. IS F servicing costs are higher, but not by too much.

## Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£76.13	£27.82
Brake discs (pair)	£128.11	£64.68
Door mirror glass (electric)	£291.20*	£12.33**
Front wiper set	£20.28	£8.98

Prices for a 2010 IS 220d. Dealer figures supplied by Lexus Wolverhampton ([wolverhampton.lexus.co.uk](http://wolverhampton.lexus.co.uk)). Independent prices from Euro Car Parts ([eurocarparts.com](http://eurocarparts.com)). \*For LH mirror; RH mirror is £293.52. \*\*Price from [www.wingmirrorshop.co.uk](http://www.wingmirrorshop.co.uk)

## Recalls

THE IS has been recalled six times – that's more than you might expect, but not a disaster. The first, issued in July 2006, concerned faulty airbags, and affected just 11 cars. Possible fuel leaks brought recalls in April 2008, February 2011 and the most recent one, in November 2014. Brake fluid leaks led to another issue in November 2010, while faulty wipers on the IS 250 caused a recall in April 2013.



# Car hunter

**£5,000** to spend on a practical small car

**Dear Lawrence,** I'm after a reliable and practical small car with enough space for two child seats and luggage. It also has to be easy to drive. What should I look at for £5,000?

**Janet Moon,** E-mail

**Contact:** Lawrence\_Allan@dennis.co.uk



■ **THE DRIVERS' CHOICE**

## Ford Fiesta

**FOR:** Fun driving experience, most modern feel  
**AGAINST:** Smallest boot, cluttered dash layout

NO supermini shopping list is complete without the Ford Fiesta, as it's deservedly one of the UK's most popular cars. In this company, it looks and feels the most modern choice inside and out, although it has a cluttered dash. There's decent space for passengers and child seats, but the Honda Jazz and Skoda Fabia have more headroom. Entry-level Fiestas also miss out some useful kit – some don't have Isofix child seat mountings – so check carefully when buying.

Where the Ford has the edge over rivals is on the road, as it manages to be easy to drive and engaging. Even the base 1.25-litre petrol provides adequate performance, and the diesels offer useful torque and fuel economy improvements. It's also got the peace of mind of a five-star Euro NCAP safety rating.

Yet there are some reliability concerns with steering racks not lasting long and door seals coming away from the frame. Our classifieds search revealed a 52,000-mile 59-reg five-door 1.25 Style+ for £4,690.

■ **THE PRACTICAL CHOICE**

## Honda Jazz

**FOR:** Versatile cabin, easy to drive, reliable  
**AGAINST:** Dowdy image, fuel economy

HONDA'S Jazz is known for being very reliable and practical, although it doesn't have the most youthful image in the class. Behind the upright looks, however, is a solidly built and versatile interior that trumps rivals for flexibility. The seats fold flat and flip up, cinema style, and there's a huge, 379-litre boot. The dashboard layout is neat and easy to fathom as well, although entry-level S models do without air-conditioning.

It doesn't have the same driving composure as the Fiesta, nor the comfort of the Fabia, but it's a breeze to park and thread through town thanks to light controls. Engines are refined and smooth, but there's no diesel option and fuel economy isn't amazing on the petrols.

On the plus side, it gets a five-star Euro NCAP rating and reliability is generally good; just watch for rattles from the rear of the interior. The 1.2-litre engine is a bit weak, so we'd opt for the 1.4 – a 2009 ES-spec version with 59,000 miles can be yours for £4,834.

■ **THE SOLID CHOICE**

## Skoda Fabia

**FOR:** Well built interior, plenty of space  
**AGAINST:** Dull to drive, ungainly styling

THE Fabia has always been seen as a cut-price VW Polo, but that's no bad thing. The second-generation model is far from exciting to look at or sit in, yet that rather bland interior is well built, spacious and complete with an user-friendly layout. Child seats will fit in the back with ease, and while it lacks the Jazz's practical touches, there's a big, useful boot. The cabin is sparse on base models, however, so opt for 2 (or SE) spec or above where possible.

The Skoda is clearly biased towards comfort, with soft suspension ironing out potholes well. But that means it lags behind the Fiesta in terms of agility and fun, although it is more refined. The 1.2-litre (non-TSI) engines struggle for pace, so we'd move up to the 1.4 in either petrol or diesel forms. It's a shame the Fabia only gets a four-star Euro NCAP safety score, but it's largely reliable; the only letdowns are interior creaks and reports of cabin trim falling apart. We found a 32,000-mile 2010 1.4 petrol 2 for £4,995.

## Adam's £99 cover for teens

VAUXHALL is luring young drivers at the mercy of high insurance premiums with a tempting new deal on the Adam.

It's offering a year's cover for 18 to 20-year-olds buying the supermini for a one-off payment of £99. Those aged 21 to 75 can get it free on some models.

The offer applies to drivers looking at an Adam on a contract hire or PCP deal, and is available on all variants, bar the hot Adam Grand Slam.

Customers are required to install a black box, which monitors driving style, and it could allow youngsters to recoup the £99 if their driving is deemed safe.

The deal does require you to estimate your own mileage – and you could be charged if you exceed this.



**"18 to 20-year-olds buying Adam can get a year's cover for just £99"**

## Hyundai i10

**DEAL OF THE WEEK** New city car for £69 a month

THE Hyundai i10 is one of our favourite city cars, and it just got even more appealing thanks to the latest finance deal.

A mid-spec Premium version with a 65bhp 1.0-litre three-cylinder engine can now be yours on zero per cent APR for just £69 a month. You'll need a £3,259 deposit, and at the end of the two-year plan, you can buy the car outright for £5,445. Premium-spec cars get air-con, Bluetooth and cruise control as standard.

To find out more, visit [www.hyundai.co.uk](http://www.hyundai.co.uk), or log on to [www.carbuyer.co.uk](http://www.carbuyer.co.uk) for more great deals.





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## A class of their own

Which of these luxurious second-hand saloons stands out more?

**XJ excels on the motorway, but fidgets in town**



**Jaguar XJ**  
40.2mpg (official)  
£97 fill-up



### XJ 3.0d Premium Luxury

**Years:** 2010 to date **Engine:** 3.0-litre 6cyl, 271bhp  
**Insurance group:** 48 **Econ/CO<sub>2</sub>:** 40mpg/184g/km  
**Why?** Classy XJ has plenty of British character, impressive refinement and a stunning cabin.

**Prices from:** **£20,490**

THE latest XJ helped blow away Jaguar's image as an old-fashioned car maker. A dramatic exterior is matched by one of the best looking cabins in the world, with first-class materials, modern tech and a touch of class. It also offers five seats where the Porsche only has four, although headroom is pinched by the swooping roofline.

The XJ is an effortless motorway cruiser, but at low speeds around town the ride is quite fidgety, spoiling the ambience. The 3.0-litre diesel is smooth and quiet, and despite being lighter and more powerful than the Panamera, it's slower and less efficient, although it still handles well.

But the XJ's trump card here is value: weak residuals mean it's half the price of the Porsche. These days, Jaguar also performs well in owner satisfaction surveys, scoring high for reliability.



**Class-leading cabin has room for five, and features modern tech and luxury materials**

**1 Jaguar XJ**  
★★★★★

THE XJ is a clear winner here because it offers so much for such a relatively small sum second-hand. As long as you can live with the ride, it's a first-class executive saloon that serves up something different to German rivals.



**Panamera is composed, and sounds sporty**



**Panamera**  
43.5mpg (official)  
£93 fill-up



**Panamera's cabin looks great and offers plenty of tech, but it lacks the special feel of the XJ's**

**2 Porsche Panamera**  
★★★★★

IT'S probably the best driving executive saloon around, but the Panamera doesn't have as much style and character as the Jaguar. There's no escaping the huge premium you pay for it, either.

### Porsche Panamera Diesel S

**Years:** 2011 to date **Engine:** 3.0-litre 6cyl, 247bhp  
**Insurance group:** 46 **Econ/CO<sub>2</sub>:** 43mpg/172g/km  
**Why?** Four-door Porsche is enormously capable, offering a great mix of comfort and a sporty drive.

**Prices from:** **£40,850**

THE Porsche Panamera didn't have the easiest start in life, with many branding its exterior bloated and even ugly. Look past this, though, and you'll find a great car.

Inside, there's a driver-focused cabin that's beautifully built and full of tech, but not as special as the XJ's. It's got plenty of room for passengers and a useful hatchback boot, although it only offers four, albeit comfy, seats.

Where the Porsche does have the edge is on the road. It can't match the XJ for high-speed comfort, but it's more composed everywhere else, with a resolved ride and sharp handling. The engine isn't like other diesels, with a sporty soundtrack, decent economy and genuine pace. But there's no escaping the Panamera's price premium. At least it should be just as reliable as the XJ, although neither will be cheap to run.





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## HOW OUR GUIDE WORKS

**PERFORMANCE:** This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

**ECONOMY AND EMISSIONS:** The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO<sub>2</sub>. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

**INSURANCE:** Group rating as quoted by the Association of British Insurers.

**WARRANTY:** By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

**LIST PRICE:** This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-In Car Grant.

**WILL IT FIT?** Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

**DRIVER POWER POSITION:** Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

**ECO BAND:** New cars fall into 13 CO<sub>2</sub> bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

**BAND A:** Up to 100g/km CO<sub>2</sub> (road tax exempt)  
**BAND B:** 101-110g/km CO<sub>2</sub> (exempt/£20)  
**BAND C:** 111-120g/km CO<sub>2</sub> (exempt/£30)  
**BAND D:** 121-130g/km CO<sub>2</sub> (exempt/£110)  
**BAND E:** 131-140g/km CO<sub>2</sub> (£130/£130)  
**BAND F:** 141-150g/km CO<sub>2</sub> (£145/£145)  
**BAND G:** 151-165g/km CO<sub>2</sub> (£180/£180)  
**BAND H:** 166-175g/km CO<sub>2</sub> (£290/£205)  
**BAND I:** 176-185g/km CO<sub>2</sub> (£345/£225)  
**BAND J:** 186-200g/km CO<sub>2</sub> (£635/£265)  
**BAND K:** 201-225g/km CO<sub>2</sub> (£635/£285)  
**BAND L:** 226-255g/km CO<sub>2</sub> (£860/£485)  
**BAND M:** Over 255g/km CO<sub>2</sub> (£1090/£500)

**EURO NCAP RATING:** At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

**CONTACT DETAILS:** We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

## ABARTH

www.abarthcarsuk.co.uk / Brochure: 0800 2227 840 / Dealers: 25  
Warranty: 3 years/60,000 miles

**500** - 365x1627mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4 T-Jet 500	G	43.5	7.9	155	£14560
1.4 T-Jet 595 Turismo	G	43.5	7.4	155	£17990
1.4 T-Jet 595 Competizione	G	43.5	7.4	155	£18990
1.4 T-Jet 695 Biposto	G	43.5	5.9	155	£32990

500C/595C: add £1800, auto: add £1265

## ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 000 / Dealers: 46  
Warranty: 3 years/unlimited miles

**MiTo** - 406x1720mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.3 JTDm-2 (85) Progression	A	79.0	12.9	95	£14315
1.3 JTDm-2 (85) Sprint	A	79.0	12.9	95	£15415
1.3 JTDm-2 (85) Distinctive	A	79.0	12.9	95	£16655
875c TwinAir Progression	A	67.3	11.4	99	£13770
875c TwinAir Distinctive	A	67.3	11.4	99	£16070
875c TwinAir Sprint	A	67.3	11.4	99	£14870
1.4 TB MultiAir (135) Distinctive	D	50.0	8.4	129	£17620
1.4 TB MultiAir (170) Q'foglio Verde	D	52.3	7.3	124	£20210

QV Line: add £750 to Distinctive (not 1.3 JTDm-2), Junior: same price as Sprint

**Giulietta** - 435x1798mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 76

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4 TB (120) Progression	F	44.1	9.4	149	£18240
1.4 TB (120) Distinctive	F	44.1	9.4	149	£19490
1.4 TB MultiAir Distinctive	E	48.7	7.8	134	£20990
1.6 JTDm-2 Progression	C	76.4	11.3	114	£19170
1.6 JTDm-2 Distinctive	C	76.4	11.3	114	£20420
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	£21720
2.0 JTDm-2 (150) Exclusive	B	67.3	8.8	110	£23470
1.75T TCT Quadrifoglio Verde	G	40.4	6.0	162	£28120

Exclusive: add £2400 to Distinctive, Sportiva Nav: add £1100 to Exclusive, auto: add £1340 to 1.4 MultiAir

**4C** - 398x2090mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.75T TCT 4C	G	41.4	4.5	157	N/A £45000

## ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18  
Warranty: 2 years/unlimited miles

**D3** - 4628x1811mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	£49950

**B3** - 4628x1811mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	£49490
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	£49590

**D5** - 4913x1860mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	£56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	£59950

**B5** - 4905x4913x1860mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A £75150

**B7** - 5092x1902mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	N/A £98800

**XD3** - 4651x1901mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174	£56450

**D4** - 4640x1825mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	£50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	£49490

**B4** - 4640x1825mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	£49590
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	£49290

**B6** - 4894x1894mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	£92850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	£97850

## ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1  
Warranty: 3 years/unlimited miles

**Atom** - 3410x1798mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 i-VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	£30596
2.0 i-VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	£35812
2.0 i-VTEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	£46480

**Nomad** - 3215x1850mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.4 i-VTEC Nomad	N/A	3.4	N/A	N/A	£33000

## ASTON MARTIN

www.astonmartin.co.uk / Brochure: 01926 644644 / Dealers: 22  
Warranty: 3 years/unlimited miles

**Rapide S** - 5020x2140mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
6.0 V12 auto Rapide S	M	19.9	4.9	332	£5012089

**Vantage** - 4380x4385x1865mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
4.7 V8 Vantage	M	20.5	4.8	321	£87334
4.7 V8 Vantage N430	M	20.5	4.8	321	£92334
4.7 V8 Vantage S	M	20.5	4.5	321	£97334
6.0 V12 Vantage S	M	17.3	3.7	388	£50139145

Auto: add £5000, Vantage Roadster: add £9000

**DB9** - 4720x1875mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
6.0 V12 auto Coupe	M	19.8	4.6	333	£50135527

DB9 Volante: add £10000

**Vanquish** - 4721x1905mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
6.0 V12 auto Coupe	M	19.6	4.1	335	£50194140

Vanquish Volante: add £12000

## AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121  
Warranty: 3 years/60,000 miles

**A1** - 3954x1740mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 63

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	N/A £14315
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	N/A £16290
1.6 TDI (116) SE 3dr	A	80.7	9.4	92	N/A £15390
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	N/A £16690
1.6 TDI (116) Sport 3dr	A	80.7	9.4	92	N/A £17365
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	N/A £18685
1.4 TFSI (125) S line 3dr	C	58.9	7.8	112	N/A £19480
1.6 TDI (116) S line 3dr	A	80.7	9.4	93	N/A £19360
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	£25380

Auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730

**A3** - 423x1777mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 16

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	£18575
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	£19875
1.4 TFSI (150) CoD SE 3dr	B	60.1	8.3	109	£20725
1.8 TFSI (180) Sport 3dr	E	48.7	7.1	135	£23905
1.6 TDI (110) SE 3dr	A	74.3	10.7	99	£20825
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	£22175
1.6 TDI (110) Sport 3dr	A	74.3	10.7	99	£22225
2.0 TDI (150) Sport 3dr	B	68.9	8.6	106	£23575
2.0 TDI (184) Sport 3dr	B	68.9	7.3	108	£24845
2.0 TFSI (200) quattro S3 3dr	G	40.4	5.2	162	£30940
2.5 TFSI (367) quattro RS3 Sp'back J	A	34.8	4.3	189	N/A £39950
1.4 TFSI (204) etron Sportback Sdr A	A	176.6	7.6	37	£29950

Auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, add £1350 to 1.8 TFSI, add £2910 to 2.0 TDI (184), quattro: add £1605 to 1.8 TFSI S tronic, £2910 to 2.0 TDI (184) S tronic, A3 Sportback: add £620, A3 Saloon: add £1545, A3 Cabriolet: add £5360, SE Technik: add £750 to SE diesels, Sport: add £1225 to SE, S line: add £2150 to Sport

**A4** - 4701x4716x1826mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 80

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.8 TFSI (120) SE Technik	G	43.5	10.5	151	£25685
1.8 TFSI (170) SE Technik	E	49.6	8.1	134	£27300
2.0 TDI (177) quattro SE Technik	E	58.9	8.2	134	£26180
2.0 TDIe (136) SE	C	54.2	9.6	112	£27600
2.0 TDI ultra (163) SE Technik	B	64.2	8.6	109	£22960
2.0 TFSI (225) quat s tron SE Tech	G	40.4	6.9	155	£32945
3.0 TFSI (252) quat s tron S line	F	49.6	6.1	149	£338215
3.0 V6 TFSI quattro S tronic S4	J	35.0	5.0	178	£36910
4.2 V8 FSI quat s tron RS4 Avant	L	26.4	4.7	249	£415645

Auto: add £1480 to 1.8 TFSI (170), 2.0 TDI (177), £1555 to 2.0 TDIe, A4 Avant: add £1200-£1315, S line: add £2555 to SE, Black Edition Plus: add £1250 to S line, S4 Black: add £1075 to S4

**A5 Sportback** - 4712x4718x1854mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.8 TFSI Sdr	E	48.7	8.2	136	£26780
1.8 TFSI SE Sdr	E	48.7	8.2	136	£27320
3.0 TFSI quattro SE Sdr	G	41.5	7.1	159	£293260
2.0 TDI ultra (136) Sdr	B	67.3	9.5	109	£248545
2.0 TDI (177) Sdr	C	60.1	8.5	120	£29050
2.0 TDI (150) multitronic Sdr	D	58.9	8.4	127	£30100
2.0 TDI ultra (136) SE Sdr	B	67.3	9.5	109	£30315
2.0 TDI (177) SE Sdr	C	61.4	8.5	120	£30820
2.0 TDI (150) multitronic SE Sdr	D	58.9	8.4	127	£31870
3.0 TDI (204) multitronic S line Sdr	G	57.6	7.1	129	£37410
3.0 TDI (245) quat S tron S line Sdr	G	48.7	6.2	152	£40395
3.0 V6 TFSI quattro S5	J	35.0	5.1	190	£42865





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Official fuel economy figures for the BMW 318d M Sport Saloon: Urban 51.4 mpg (5.5 l/100 km). Extra Urban 72.4 mpg (3.9 l/100 km). Combined 62.8 mpg (4.5 l/100 km). CO<sub>2</sub> emissions 118 g/km. Figures may vary depending on driving style and conditions. \*Initial rental £5,099. Price shown is for a 48 month Personal Contract Hire agreement for a BMW 318d M Sport Saloon with optional metallic paint, with a contract mileage of 40,000 miles and excess mileage charge of 6.75p per mile. Applies to new vehicles ordered at participating retailers between 1 January and 31 March 2015 and registered by 30 June 2015 (subject to availability). Retail customers only. At the end of your agreement you must return the vehicle. Excess mileage, vehicle condition and other charges may be payable. Hire available subject to status to UK residents aged 18 or over. Guarantees and indemnities may be required. Terms and conditions apply. Offer may be varied, withdrawn or extended at any time. Hire provided by BMW Financial Services (GB) Limited, Bartley Way, Hook, Hampshire RG27 9UF.

5.2 V10 FSI LMX quattro **M** 21.9 3.4 299 50 £160000  
R8 Spyder: add £8650 to V8 and V10, auto: add £2900

### BENTLEY

www.bentleymotors.co.uk / Brochure: 0800 100 5200 / Dealers: 23  
Warranty: 3 years/unlimited miles

Flying Spur - 5299x1924mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

4.0 V8 auto Flying Spur **L** 25.9 4.9 254 50 £136915  
6.0 W12 auto Flying Spur **M** 19.0 4.3 343 50 £147145

Mulsanne - 5575x1926mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

6.75 V8 auto Mulsanne **M** 16.8 5.1 393 50 £230505  
6.75 V8 auto Mulsanne Speed **M** 19.3 4.8 342 50 £253345

Continental - 4804x5290x1916-1945mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

6.0 W12 auto GT **M** 19.5 4.3 338 50 £140845  
6.0 W12 auto GT Speed **M** 19.5 4.0 338 50 £157845  
4.0 V8 auto GT **L** 26.7 4.6 246 50 £139915  
4.0 V8 auto GT S **L** 26.7 4.3 246 50 £139915  
4.0 V8 auto GT3-R **M** 22.3 3.6 295 50 £238645  
Continental GT: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12

### BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153  
Warranty: 3 years/unlimited miles

i3 - 3999x1775mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: N/A

eDrive auto i3 **A** N/A 7.2 0 21 £30680  
eDrive auto i3 Range Extender **A** 470.8 7.9 13 21 £33830

1 Series - 4324x1765mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 8

1.6 114i ES 3dr **E** 49.6 11.2 132 12 £17775  
1.6 114d ES 3dr **C** 65.7 12.2 112 15 £19410  
1.6 114i SE 3dr **E** 49.6 11.2 132 12 £18345  
1.6 116i SE 3dr **E** 49.6 8.5 132 17 £19895  
1.6 118i SE 3dr **E** 47.9 7.4 137 22 £21940  
1.6 114d SE 3dr **C** 65.7 12.2 112 15 £19980  
1.6 116d EfficientDynamics 3dr **A** 74.3 10.5 99 15 £20830  
2.0 116d SE 3dr **C** 62.8 10.3 119 15 £20830  
2.0 118d SE 3dr **C** 62.8 8.9 118 19 £21975  
2.0 120d SE 3dr **C** 62.8 7.2 119 24 £23425  
1.6 114i Sport 3dr **E** 49.6 11.2 132 13 £19470  
1.6 116i Sport 3dr **E** 49.6 8.5 132 18 £21020  
1.6 118i Sport 3dr **E** 47.9 7.4 137 22 £22940  
1.6 114d Sport 3dr **C** 65.7 12.2 112 15 £20980  
2.0 116d Sport 3dr **C** 62.8 10.3 117 16 £21830  
2.0 118d Sport 3dr **C** 62.8 8.9 118 20 £22975  
2.0 120d Sport 3dr **C** 62.8 7.2 119 24 £24425  
1.6 116i M Sport 3dr **E** 49.6 8.5 132 18 £22465  
1.6 118i M Sport 3dr **E** 47.9 7.4 137 22 £24385  
2.0 125i M Sport 3dr **G** 42.8 6.5 154 30 £26025  
3.0 M135i 3dr **J** 35.3 5.1 188 35 £30845  
2.0 116d M Sport 3dr **C** 62.8 10.7 117 16 £23275  
2.0 118d M Sport 3dr **C** 62.8 8.9 118 20 £24420  
2.0 120d M Sport 3dr **C** 62.8 7.2 119 24 £25870  
2.0 125d M Sport 3dr **D** 57.6 6.5 129 31 £27765  
Auto: add £1550 to 116i and diesels, £1425 to 118i, £1515 to 125i, £1495 to M135i, 3dr: add £530, Urban: same price as Sport

3 Series - 4624x1811mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 12

2.0 316d ES **C** 62.8 10.9 119 20 £26275  
2.0 316d SE **C** 62.8 10.9 119 20 £27125  
2.0 318d SE **C** 62.8 9.1 119 25 £28375  
2.0 318d Luxury **C** 62.8 9.1 119 25 £30875  
2.0 320d EfficientDynamics **B** 68.9 8.0 109 32 £29475  
2.0 320d SE **C** 61.4 7.5 120 32 £29475  
2.0 320d Luxury **C** 61.4 7.5 120 32 £31975  
2.0 325d SE **D** 57.6 6.8 129 35 £31275  
2.0 325d Luxury **D** 57.6 6.8 129 41 £33775  
3.0 auto 330d SE **D** 57.6 5.6 129 35 £34675  
3.0 auto 330d Luxury **D** 57.6 5.6 129 38 £37175  
3.0 auto 335d xDrive Luxury **F** 52.3 4.8 143 43 £41720  
1.6 316i ES **E** 47.9 8.9 137 23 £24255  
1.6 316i SE **E** 47.9 8.9 137 23 £25105  
2.0 320i EfficientDynamics **D** 53.3 7.6 124 28 £26425  
2.0 320i SE **F** 44.8 7.3 147 31 £27270  
2.0 320i Luxury **F** 44.8 7.3 147 31 £29770  
2.0 328i SE **F** 44.1 5.9 149 36 £30470  
2.0 328i Luxury **F** 44.1 5.9 149 36 £32970  
3.0 335i Luxury **J** 35.8 5.5 186 38 £34660  
3.0 auto ActiveHybrid 3 SE **J** 47.9 5.3 139 38 £42145  
3.0 auto ActiveHybrid 3 Luxury **J** 47.9 5.3 139 39 £44645  
3.0T M3 **K** 32.1 4.3 204 45 £56590  
Auto: add £1550, xDrive: add £1500 to 320d, £1535 to 320i, £1620 to 330d, 3 Series Touring: add £1300-£1340, 3 Series Gran Turismo: add £2000-£2635 to selected models, Sport: add £1000 to SE, M Sport: add £500 to Luxury

5 Series - 4907-4998x1860-1901mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 4

2.0 520i SE **F** 44.1 7.9 149 36 £33130  
2.0 520i M Sport **F** 44.1 7.9 149 37 £35985  
2.0 528i SE **G** 42.8 6.2 154 40 £36695  
2.0 528i M Sport **G** 42.8 6.2 154 41 £39530  
3.0 auto 535i Luxury **H** 39.2 5.7 169 42 £44685  
3.0 auto 535i M Sport **H** 39.2 5.7 169 42 £44740  
4.4 V8 auto 550i Luxury **J** 32.8 4.6 199 46 £57610  
4.4 V8 auto 550i M Sport **J** 32.8 4.6 199 46 £57910  
2.0 518d SE **C** 62.8 9.7 119 30 £30665  
2.0 518d M Sport **C** 62.8 9.7 119 31 £33665  
2.0 520d SE **C** 62.8 8.1 119 33 £32365  
2.0 520d M Sport **C** 62.8 8.1 119 34 £35165  
2.0 525d SE **D** 57.6 7.0 129 33 £36980  
2.0 525d M Sport **D** 57.6 7.0 129 40 £39910  
3.0 auto 530d SE **E** 55.4 5.8 134 43 £41455  
3.0 auto 530d Luxury **E** 55.4 5.8 134 43 £44255  
3.0 auto 530d M Sport **E** 55.4 5.8 134 43 £44270  
3.0 auto 535d M Sport **E** 53.3 5.3 138 45 £48920  
3.0 auto ActiveHybrid 5 SE **F** 44.1 5.9 149 44 £47790  
3.0 auto ActiveHybrid 5 Luxury **F** 44.1 5.9 149 44 £48825  
3.0 auto ActiveHybrid 5 M Sport **F** 44.1 5.9 149 44 £50625  
4.4 V8T DCT M5 **L** 28.5 4.3 232 48 £74835  
4.4 V8T DCT M5 30 Jahre Edition **L** 28.5 3.9 232 49 £91890  
Auto: add £1535, 5 Series Touring: add £2325, 5 Series Gran Turismo: add £1900-£4775 to selected models, Luxury: same price as M Sport except where listed

6 Series Gran Coupe - 5007x1894mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

3.0 auto 640i SE **I** 36.7 5.4 181 47 £62375  
3.0 auto 640d SE **F** 51.4 5.4 148 48 £64875  
3.0 auto 650i M Sport **K** 32.8 4.6 206 50 £76150  
4.4 V8T DCT M6 **L** 28.5 4.2 232 50 £98145  
M Sport: add £4665 to SE

7 Series - 5072-5212x1902mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

3.0 auto 740i SE **I** 35.8 5.7 184 48 £61675  
3.0 auto ActiveHybrid 7 SE **G** 41.5 5.7 158 47 £66200  
3.0 auto 730d SE **F** 50.4 6.1 148 48 £58275  
3.0 auto 740d SE **F** 49.6 5.5 149 49 £65465  
4.4 auto 750i SE **J** 32.8 4.8 199 49 £71515  
6.0 V12 auto 760Li SE **M** 21.1 4.6 314 50 £102015  
Long wheelbase: add £3000 to petrols, £3100 to 730d and ActiveHybrid 7, Exclusive: add £3695 to SE diesels, £3295 to M Sport diesels, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2245 to 760Li

2 Series Active Tourer - 4342x1800mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: N/A

1.5T 218i SE **C** 57.6 9.2 115 13 £22475  
2.0T 220i Sport **E** 47.9 7.5 137 20 £25775  
2.0T 225i xDrive auto Luxury **F** 44.1 6.3 148 23 £31175  
1.5 216d SE **A** 74.3 10.6 99 11 £23410  
2.0 218d SE **B** 68.9 8.9 109 15 £24555  
1.5T 220d Sport **C** 64.2 7.6 115 21 £27255  
Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesels, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models

X1 - 4454x1798mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 100

2.0 xDrive20i SE **I** 37.7 7.8 176 28 £27280  
2.0 sDrive16d SE **D** 57.6 11.5 128 18 £24230  
2.0 sDrive18d SE **D** 57.6 9.6 128 22 £25330  
2.0 sDrive20d EfficientDynamics **C** 62.8 8.3 119 24 £26760  
2.0 sDrive20d SE **D** 57.6 7.8 129 24 £26760  
2.0 sDrive18d SE **F** 51.4 9.9 144 22 £26830  
2.0 xDrive20d SE **F** 51.4 8.1 145 24 £28260  
2.0 xDrive25d xLine **G** 47.9 6.8 155 26 £32540  
2.0 xDrive25d M Sport **G** 47.9 6.8 155 27 £33540  
Auto: add £2165-£1550 (not 16d, EfficientDynamics), Sport: add £1000 to SE, xLine: add £2000 to SE, M Sport: add £3000 to SE

X3 - 4657x1881mm, **EURO-NCAP** ★★★★★

DRIVER POWER POS: 12

2.0 sDrive18d SE **D** 60.1 9.5 124 26 £31295  
2.0 xDrive20d SE **E** 54.3 8.1 136 30 £33295  
3.0 auto xDrive30d SE **G** 49.6 5.9 159 39 £40060  
3.0 auto xDrive35d M Sport **G** 47.1 5.3 157 43 £46690  
Auto: add £1550, xLine: add £1500, M Sport: add £3000

X4 - 4657x1881mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

2.0 xDrive20d SE **E** 54.3 8.1 136 31 £36880  
3.0 auto xDrive30d xLine **G** 49.6 5.9 159 31 £45160  
3.0 auto xDrive35d M Sport **G** 47.1 5.3 157 43 £50290  
Auto: add £1645 to 20d, xLine: add £1500, M Sport: add £3000

X5 - 4886x1938mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

4.4 auto xDrive50i SE **L** 27.2 5.0 242 49 £60390  
3.0 auto xDrive25d SE **F** 50.4 8.2 149 42 £42945  
2.0 auto xDrive25d SE **G** 48.7 8.2 154 42 £45250  
3.0 auto xDrive30d SE **G** 45.6 6.9 162 44 £48250  
3.0 auto xDrive40d SE **G** 45.6 5.9 164 47 £50910  
3.0 auto M50d xDrive **M** 42.2 5.3 177 47 £64020  
4.4 V8T auto X5 M **M** 25.4 4.2 258 50 £90170  
M Sport: add £4700 to 30d SE or £4125 to 50i SE

X6 - 4909x1989mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

3.0 auto M50d xDrive **H** 42.8 5.2 174 50 £66920  
3.0 auto xDrive30d SE **G** 47.1 6.7 157 45 £51150  
3.0 auto xDrive40d SE **G** 45.6 5.8 165 46 £53810  
4.4 auto xDrive50i SE **K** 29.1 4.8 225 49 £63065  
4.4 V8T auto X6 M **M** 25.4 4.2 258 50 £93070  
M Sport: add £4120 to 50i SE or £4700 to 30d SE

2 Series - 4432x1774mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

2.0 220i Sport **F** 46.3 7.0 142 25 £26195  
2.0 220i M Sport **F** 44.8 7.0 148 26 £27545  
2.0 228i M Sport **G** 42.8 5.8 154 30 £28410  
3.0 M235i **J** 34.9 5.0 189 39 £34535  
2.0 218d SE **C** 65.7 8.9 114 20 £24415  
2.0 218d M Sport **C** 62.8 8.9 119 21 £26765  
2.0 220d Sport **C** 62.8 7.2 119 24 £27015  
2.0 220d M Sport **D** 58.9 7.2 125 25 £28365  
2.0 auto 225d M Sport **D** 60.1 6.3 124 33 £33870  
Auto: add £1535 to 220i, £1545 to M235i, £1550 to diesels, Sport: add £1000 to SE, Convertible: add £3100-£3450 (not 218d)

4 Series - 4638x1825mm, **EURO-NCAP** N/A

DRIVER POWER POS: N/A

2.0 420i SE **F** 46.3 7.3 144 30 £30125  
2.0 420i Luxury **F** 46.3 7.3 144 30 £32625  
2.0 428i SE **G** 42.8 5.9 154 33 £33520  
3.0 428i Luxury **G** 42.8 5.9 154 34 £36020  
3.0 435i Luxury **I** 35.8 5.4 185 36 £41725  
3.0 435i M Sport **I** 35.8 5.4 185 36 £42365  
2.0 420d SE **D** 60.1 7.5 124 29 £32495  
2.0 420d SE **D** 60.1 7.5 124 30 £34995  
2.0 425d SE **E** 56.5 6.7 131 34 £35430  
2.0 425d SE **E** 56.5 6.7 131 34 £37930  
3.0 auto 430d Luxury **D** 57.6 5.5 129 40 £40315  
3.0 auto 430d M Sport **D** 57.6 5.5 129 40 £40945  
3.0 auto 435d xDrive Luxury **F** 52.3 4.7 143 41 £45245  
3.0 auto 435d xDrive M Sport **F** 52.3 4.7 143 41 £45745  
3.0T M4 **K** 32.1 4.3 204 42 £50750  
Auto: add £1515-£1360, xDrive: add £1535 to 420i, £1500 to 420d, 4 Series Gran Coupe: same price as 4 Series Coupe, 4 Series Convertible: add £4200-£5880 (not 420i, 430d, 435d), Sport: add £1500 to SE, M Sport: add £500 to Luxury





#### Z4 - 4239x4244x1790mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0sDrive18i	G	41.5	7.9	159	38	£27740
2.0sDrive20i	G	41.5	6.9	159	38	£29840
2.0sDrive28i M Sport	G	41.5	5.7	159	40	£37390
3.0sDrive35i M Sport	K	30.1	5.2	219	41	£43005
3.0 DCT sDrive35i	K	31.4	4.8	210	43	£45950

Auto: add £1890, M Sport: add £3885 to 18i, £1365 to 20i models

#### 6 Series - 4894x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto 640i SE	I	36.7	5.4	179	47	£60630
3.0 auto 640d SE	F	51.4	5.5	144	48	£63130
4.4 V8 auto 650i M Sport	K	32.1	4.9	206	49	£73470
4.4 V8T DCT M6	K	28.5	4.2	232	50	£94625

6 Series Convertible: add £6130, M Sport: add £4500-£4665

#### 18 - 4689x1942mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5 TTE/drive auto i8	A	113.0	4.4	59	50	£99895
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### CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2

Warranty: 1 year

#### Seven - 3100x3300x1270-1505mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
660cc T160	C	57.6	6.5	114	N/A	£17995
1.6 Roadsport 125	N/A	5.9	N/A	N/A	N/A	£22995
1.6 Roadsport 140	N/A	5.0	N/A	N/A	N/A	£25495
2.0 Roadsport 175	N/A	4.8	N/A	N/A	N/A	£28495
1.6 Supersport	N/A	4.9	N/A	N/A	N/A	£24495
2.0 Supersport R	N/A	4.8	N/A	N/A	N/A	£27995
2.0 Superlight R400	N/A	3.8	N/A	N/A	N/A	£35995
2.3 Cosworth CSR	N/A	3.1	N/A	N/A	N/A	£44995
2.0 S/C 620R	N/A	2.8	N/A	N/A	N/A	£49995

### CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: N/A

Warranty: 5 years/100,000 miles

#### Camaro - 4837x1917mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 Coupe	M	20.0	5.2	329	48	£35345
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Auto: add £1500, Convertible: add £5000

#### Corvette - 4493x1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 Stingray coupe	M	23.5	3.8	279	50	£65510
6.2 V8 Stingray Convertible	M	23.1	3.8	283	50	£70070

### CHRYSLER

www.chrysler.co.uk / Brochure: 0800 1692 1692 / Dealers: 74

Warranty: 3 years/60,000 miles

#### Ypsilon - 3842x1676mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
0.9 TwinAir SE	A	67.0	11.9	99	7	£13250
0.9 TwinAir Gold	A	67.0	11.9	99	7	£13250
1.2 S	C	58.0	14.5	115	3	£10750
1.2 SE	C	58.0	14.5	115	3	£12050
1.2 Silver	C	54.3	14.5	120	6	£9995
1.2 Gold	C	54.3	14.5	120	6	£11195
1.3 Multijet SE	A	74.0	11.4	99	11	£14250
1.3 Multijet Gold	A	74.0	11.4	99	11	£13395

Auto: add £1200 to TwinAir models, S-Series: add £745 to SE, Platinum: add £1500 to Gold

#### 300C - 5044x1905mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 CRD V6 auto Executive	J	39.8	7.4	191	40	£30020
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#### Grand Voyager - 5143x1954mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.8 CRD auto SE	K	35.8	12.8	222	32	£28310
2.8 CRD auto SR	K	35.8	12.8	222	32	£30310
2.8 CRD auto Limited	K	35.8	12.8	222	34	£36310

### CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196

Warranty: 3 years/60,000 miles

#### C-Zero - 3475x1475mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

64ph auto C-Zero	A	N/A	15.9	0	28	£21216
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#### C1 - 3466x1884mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.0 VTI (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTI (68) Feel 3dr	A	68.9	14.3	95	6	£9595
1.0 VTI (68) Fair 3dr	A	68.9	14.3	95	7	£10285
1.0 VTI (68) S&S Fair 3dr	A	74.3	14.3	88	7	£10535
1.2 PureTech (82) Fair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTI (68) ETC Fair 3dr	A	67.3	14.6	97	7	£11185

Sdr: add £400 to Feel/Fair 3dr; Ainscape: add £160 to select models

#### C3 - 3941x1728mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.0 PureTech (68) VT	A	65.7	14.2	99	8	£11075
1.4 HDi (70) VT	A	74.3	13.7	99	10	£13230
1.4 PureTech (68) VTR+	B	64.2	14.2	102	9	£12495
1.2 PureTech (82) VTR+	B	62.8	14.2	107	12	£13515
1.4 PureTech (82) ETC auto VTR+	A	74.1	13.2	99	12	£14135
1.4 HDi (70) VTR+	A	74.3	13.7	99	10	£14590
1.4 e-HDi (70) ETC auto VTR+	A	83.1	16.2	87	10	£15210
1.6 e-HDi (90) VTR+	A	76.3	12.5	95	18	£15390
1.2 PureTech (82) Selection	B	62.8	14.2	107	12	£13865
1.6 e-HDi (90) Selection	F	76.3	12.5	98	18	£15740
1.6 VTI (120) auto Exclusive	F	42.8	10.9	150	19	£16250
1.2 PureTech (110) S&S Exclusive	B	60.1	10.6	107	18	£15640
1.6 BlueHDi (100) Exclusive	A	83.1	11.8	87	19	£16790
1.6 e-HDi (90) Exclusive	A	76.3	12.5	98	18	£16240

ETG6 auto: add £620 to e-HDi (90) Exclusive

#### DS 3 - 3948x3962x1715-1717mm, EURO-NCAP N/A

DRIVER POWER POS: 37

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 PureTech (82) D5ign	B	62.8	14.2	104	9	£12865
1.2 PureTech (110) D5style	B	60.1	N/A	107	19	£15630
1.2 VTI (120) auto D5style	F	43.5	10.9	150	16	£16630
1.6 e-HDi (90) D5style	A	76.3	12.5	95	16	£15820
1.6 THP (165) D5style Techno	D	50.4	N/A	129	26	£17500
1.6 THP (165) D5sport	D	50.4	N/A	129	26	£19000
1.6 BlueHDi (120) D5sport	A	78.5	10.4	94	24	£19320
1.6 THP (165) Ultra Prestige	D	50.4	N/A	129	27	£19600
1.6 BlueHDi (120) Ultra Prestige	A	78.5	10.4	94	24	£23220

Cabrio: add £2460 (selected models), DSire: £900 less than D5sport

#### CA - 4329x1789mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Feel	A	85.6	11.5	86	N/A	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

#### CA Cactus - 4157x1729mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.2 PureTech (82) Touch	B	61.4	12.9	105	9	£13490
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	B	61.4	12.9	105	9	£14690
1.2 PureTech (82) S&S ETG Feel	A	65.7	15.0	98	7	£15590
1.2 PureTech (110) S&S Feel	B	60.1	9.3	107	15	£15890
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£16390
1.6 e-HDi (92) ETG6 Feel	A	80.7	11.4	92	16	£16890

Flair: add £1400 to Feel

#### DS 4 - 4275x1810mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 e-HDi (115) D5ign	C	60.1	12.4	113	18	£19425
1.6 e-HDi (115) D5style	C	64.0	12.4	113	18	£21975
1.6 VTI (120) D5ign	F	46.0	12.2	144	14	£17855
1.6 THP (200) D5port	F	44.0	8.5	149	31	£23405
1.6 THP (160) ETG6 D5style	I	44.0	9.9	178	21	£21765
1.6 VTI (120) D5style	F	46.0	12.2	144	15	£19905
2.0 HDi (160) D5port	E	55.0	9.3	134	24	£23700
2.0 HDi (160) D5style	E	55.0	9.3	134	23	£22700

Auto: add £1600 to HDi (160), add £5000 to e-HDi (115)

#### CS - 4779x1860mm, EURO-NCAP N/A

DRIVER POWER POS: 39

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 HDi (115) VTR Techno Pack	D	56.5	11.6	125	20	£21670
2.0 HDi (160) VTR+ Techno Pack	D	57.6	9.1	129	25	£24070
2.0 HDi (160) Exclusive Techno	D	57.6	9.1	129	25	£25670

Auto: add £700 to 1.6 HDi, add £1,505 to 2.0 HDi, CS Tourer: add £1100, VTR+: add £1200 to VTR

#### DS 5 - 4530x1871mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 BlueHDi (120) D5ign	B	64.2	12.2	102	21	£23260
1.6 e-HDi (115) ETG6 D5style	C	64.2	12.2	112	18	£25890
1.6 BlueHDi (120) D5style	B	64.2	12.2	105	22	£25890
2.0 HDi (160) D5style	E	55.4	8.5	133	24	£26895
2.0 HDi auto Hybrid4 (200) D5style	B	68.9	8.3	107	27	£31600
1.6 THP (200) D5port	G	42.5	8.5	155	27	£28920
2.0 HDi (160) D5port	E	55.4	8.5	133	24	£28955
1.6 BlueHDi (180) auto D5port	C	64.2	9.2	118	30	£1580
2.0 HDi auto Hybrid4 (200) D5port	B	68.9	8.3	102	28	£37000

Auto: add £1505 to HDi (160), BlueHDi (120): same price as e-HDi (115), BlueHDi (180): add £1125 to 2.0 HDi (160)

#### Berlingo Multispace - 4380x1810mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 VTI (95) VT	G	42.0	13.8	155	5	£13285
1.6 HDi (75) VTR	E	53.3	14.3	135	4	£14655
1.6 HDi (90) VTR	E	53.3	14.3	135	7	£15105
1.6 e-HDi (90) ETG6 VTR	C	58.4	14.3	120	9	£15875
1.6 HDi (90) XTR	E	53.3	14.3	135	8	£17155
1.6 e-HDi (90) ETG6 XTR	C	58.4	14.3	120	9	£17525
1.6 HDi (115) XTR	E	53.3	12.1	134	10	£17905

#### C3 Picasso - 4078x1730mm, EURO-NCAP N/A

DRIVER POWER POS: 63

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4 VTI (95) VT	F	44.8	12.2	145	10	£13080
1.6 HDi (115) Exclusive	D	58.8	11.2	125	15	£18050
1.6 HDi (90) Exclusive	B	62.7	13.5	107	10	£17330
1.6 HDi (90) VTR+	B	67.2	13.5	107	10	£16230
1.6 VTI (120) ETG6 VTR+	E	47.1	11.5	137	13	£16715
1.6 VTI (120) Exclusive	F	44.1	10.9	149	13	£17095

ETG6 auto: add £1650 to VTI (95), £800 to VTI (120), VTR+: add £1485 to VT, Selection special edition: add £2215 to VT

#### CA Picasso - 4428x1826mm, EURO-NCAP N/A



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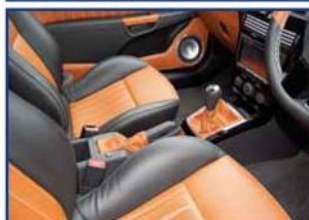
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	Eco band	MPG	0-60mph	CO2	Insurance group	List price
<b>Tourneo Connect</b> - 4418-4818x1966mm <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
1.0T (100) EcoBoost Style	D	50.4	14.0	129	7	£14445
1.6 TDCi (95) Style	D	56.5	14.7	130	8	£14945
1.0T (100) EcoBoost Zetec	D	50.4	14.0	129	7	£14695
1.6 TDCi (95) Zetec	D	56.5	14.7	130	12	£16595
1.6 TDCi (115) Zetec	D	58.9	12.1	130	10	£17195
1.6 TDCi (95) Titanium	D	56.5	14.7	130	8	£17595
1.6 TDCi (115) Titanium	D	58.9	13.9	130	11	£18195
1.6 (150) auto Titanium	I	35.3	10.9	184	11	£19115
Economy Pack: add £360 to 1.6 TDCi (95), Grand Tourneo Connect: add £2000 to diesels (not 1.6 TDCi (95) Titanium), seven seats: add £240 to Grand Tourneo Connect						

<b>B-MAX</b> - 4077x1751mm <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
1.4 (90) Studio	E	47.1	13.8	139	7	£13095
1.4 (90) Zetec	E	47.1	13.8	139	8	£14895
1.0T (100) EcoBoost Zetec	C	55.4	13.2	119	9	£15495
1.0T (125) EcoBoost Zetec	C	57.7	11.2	114	12	£16095
1.6 (105) Powershift Zetec	F	44.1	12.1	149	10	£16595
1.5 TDCi (75) Zetec	B	58.9	16.5	109	8	£16295
1.6 TDCi (95) Zetec	B	70.6	13.9	104	11	£16795
Titanium: add £1400 to Zetec (not 1.4 (90), 1.5 TDCi), Titanium X: add £1200 to Titanium (not 1.0T (100) EcoBoost)						

<b>C-MAX</b> - 4380x1828mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 62						
1.6 Ti-VCT (105) Zetec	F	44.1	12.6	149	11	£17655
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	10	£18150
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	13	£18650
1.6 TDCi (115) Zetec	C	62.8	11.3	117	16	£19150
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	10	£19650
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	13	£20150
1.6 TDCi (150) Titanium	F	45.6	9.4	144	19	£20855
1.6 TDCi (115) Titanium	C	62.8	11.3	117	16	£20650
2.0 TDCi (140) Titanium	D	57.7	9.6	125	20	£21725
1.6 TDCi (182) Titanium X	F	45.6	8.5	144	19	£23605
2.0 TDCi (163) Titanium X	D	57.7	8.6	129	20	£24225
Auto: add £1375 to 2.0 TDCi, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium						

<b>Grand C-MAX</b> - 4520x1828mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 62						
1.6 Ti-VCT (105) Zetec	F	44.1	12.6	149	11	£19245
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	10	£19745
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	13	£20245
1.6 TDCi (115) Zetec	C	62.8	11.3	117	16	£20745
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	10	£21045
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	13	£21545
1.6 TDCi (150) Titanium	F	45.6	9.4	144	19	£22250
1.6 TDCi (115) Titanium	C	62.8	11.3	117	16	£22045
2.0 TDCi (140) Titanium	D	57.7	9.6	125	20	£23120
1.6 TDCi (182) Titanium X	F	45.6	8.5	144	19	£24995
2.0 TDCi (163) Titanium X	D	57.7	8.6	129	20	£25620
2.0 TDCi (140) Zetec	E	55.4	10.1	134	20	£21950
Auto: add £1375 to 2.0 TDCi, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium						

<b>S-MAX</b> - 4768x1884mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 80						
1.6 TDCi (115) Titanium S/S	E	54.0	13.0	139	17	£25860
1.6 TDCi (115) Zetec S/S	E	54.0	13.0	139	16	£24110
1.6 (160) EcoBoost Titanium S/S	G	42.0	9.8	159	19	£25060
1.6 (160) EcoBoost Zetec S/S	G	42.0	9.8	159	18	£23310
2.0 TDCi (140) Titanium	F	50.0	10.2	149	19	£26045
2.0 TDCi (163) Titanium	F	50.0	9.5	149	20	£26645
2.0 TDCi (140) Zetec	F	50.0	10.2	149	18	£24295
2.0 (203) Powershift Titanium	J	35.0	8.5	189	23	£26735
2.0 (240) Pshift Titanium X Sport	J	34.0	7.9	194	27	£31485
2.2 TDCi (200) Titanium	H	43.0	8.6	174	26	£27870
Auto: add £1530 to 2.0 TDCi, Titanium X Sport: add £3750 to 2.0 TDCi (163) and 2.2 TDCi Titanium						

<b>Galaxy</b> - 4820x1884mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 46						
1.6 TDCi (115) Titanium S/S	E	54.0	13.4	139	17	£28360
1.6 TDCi (115) Zetec S/S	E	54.0	13.4	139	16	£26460
1.6T (160) EcoBoost Titanium S/S	H	39.0	9.9	167	18	£27570
1.6T (160) EcoBoost Zetec S/S	H	39.0	9.9	167	18	£25670
2.0 (203) EcoBoost Pshift Titanium	J	35.0	8.8	189	24	£29235
2.0 TDCi (140) Titanium	F	50.0	10.6	149	20	£28545
2.0 TDCi (163) Titanium	F	50.0	9.8	149	22	£29145
2.0 TDCi (140) Zetec	F	50.0	10.6	149	20	£26645
2.2 TDCi (200) Titanium	I	42.0	8.8	179	26	£30375
Auto: add £1480 to 2.0 TDCi, Titanium X: add £2500 to Titanium						

<b>EcoSport</b> - 4010x1765mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
1.5 (112) Titanium	F	44.8	13.3	149	10	£14995
1.0T EcoBoost (125) Titanium	D	53.3	12.7	125	11	£15995
1.5 TDCi (91) Titanium	C	61.4	14.0	120	9	£16495
Auto: add £1500 to 1.5 (112), X Pack: add £1000 to Titanium						

<b>Ranger</b> - 5359x1850mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
2.2 TDCi (125) Double Cab	J	37.2	14.9	199	13	£22959
2.2 TDCi (150) Double Cab XL	K	36.2	12.3	206	11	£23649
2.2 TDCi (150) Double Cab XLT	K	36.2	12.3	206	11	£25449
2.2 TDCi (150) Double Cab Limited	K	36.2	12.3	206	12	£27749
3.2 TDCi (200) Double Cab Limited	M	29.1	10.3	256	12	£28949
3.2 TDCi (200) Double Cab Wildtrak	M	29.1	10.3	256	12	£30389
Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak, Limited 2: add £600 to Limited						

<b>Kuga</b> - 4524x1838mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 34						
1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBoost auto Zetec AWD	I	36.7	9.7	179	21	£25145
2.0 TDCi (150) Zetec FWD	E	53.3	10.6	139	20	£22695
2.0 TDCi (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCi (180) Titanium AWD	G	47.9	10.7	154	21	£26345
Auto: add £1485 to 2.0 TDCi AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium						

<b>Mustang</b> - 4784x1916mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
2.3T EcoBoost Fastback	I	35.3	N/A	179	21	£28995

<b>5.0 V8 GT Fastback</b> <b>M</b> 20.9 4.4 299 21 £32995						
Auto: add £1500, Convertible: add £4000						
<b>GREAT WALL</b>						
greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54						
Warranty: 6 years/125000 miles						
<b>Steed</b> - 5040x1800mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
2.0 (139) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	8	£19198

<b>HONDA</b>						
www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196						
Warranty: 3 years/60000 miles						
<b>Jazz</b> - 3900x1695mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 47						
1.2 i-VTEC S	D	53.0	12.5	123	13	£11695
1.2 i-VTEC SE	D	52.0	12.5	125	14	£13395
1.3 iMA Hybrid auto HE	B	63.0	12.1	104	13	£17150
1.3 iMA Hybrid auto HS	B	63.0	12.1	104	13	£17650
1.3 iMA Hybrid auto HX	B	63.0	12.3	104	13	£19250
1.4 i-VTEC ES Plus	D	51.0	11.5	126	16	£14895
1.4 i-VTEC EX	D	50.0	11.8	129	16	£15995
1.4 i-VTEC Si	D	51.0	11.5	128	16	£14995
Auto: add £1100 to 1.4, T-spec: add £995 to S, SE, ES, EX, EXL and iMA						

<b>Civic</b> - 4300x1770mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
1.4 i-VTEC S	D	52.3	13.4	129	8	£15975
1.8 i-VTEC S	E	48.7	9.1	137	16	£17635
1.8 i-VTEC SE Plus	F	46.3	9.1	145	16	£19565
1.8 i-VTEC SR	F	46.3	9.1	145	17	£22135
1.8 i-VTEC Sport	F	46.3	9.1	145	17	£19615
1.6 i-DTEC S	A	78.5	10.5	94	18	£18775
1.6 i-DTEC SE Plus	A	78.5	10.5	94	18	£20570
1.6 i-DTEC Sport	A	76.3	10.5	98	18	£20820
1.6 i-DTEC SR	A	78.5	10.5	94	18	£23140
2.0 i-VTEC Type R	N/A	5.7	N/A	5.7	N/A	£23995
2.0 i-VTEC Type R GT	N/A	5.7	N/A	5.7	N/A	£32295
Auto; add £1000 to £1415 to 1.8 i-VTEC SE Plus; add £1990 to 5, EX and £1800 to 1.6 i-VTEC SR, £2000 to 1.6 i-DTEC SR, Civic Truscar; add £1000, £1550 to 5, £2000 to 1.6 i-DTEC SR						













## GLA-Class - 4417x1804mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.1 GLA 200 CDI Sport	C	62.8	10.0	119	25	£26265
2.1 auto GLA 220 CDI 4MATIC Spt	E	55.4	8.3	132	28	£30775
2.0T auto GLA 250 4MATIC Sport	G	42.8	7.1	154	33	£30330
2.0T auto GLA 45 AMG	H	39.2	7.4	179	43	£51335
Auto: add £1450 to GLA 200 CDI, 4MATIC add £1630 to GLA 200 CDI auto, AMG Line: add £1000						

## M-Class - 4804x1926mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

2.1 auto ML 250 BlueTEC SE Exec	G	46.3	9.0	154	38	£48190
3.0 auto ML 350 BlueTEC SE Exec	J	39.2	7.4	179	43	£51335
5.5 V8T auto ML 63 AMG	M	23.9	4.8	276	50	£86995
Auto: add £1450 to GLA 200 CDI, 4MATIC add £1630 to GLA 200 CDI auto, AMG Line: add £1000						

## GL-Class - 5141x1982mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto GL 350 CDI AMG Sport	K	35.3	7.9	209	49	£60750
5.5 V8T auto GL 63 AMG	M	23.0	4.9	288	50	£93350

## G-Class - 4763x1855mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto G 350 BlueTEC	M	25.2	9.1	295	50	£86435
5.5 V8T auto G 63 AMG	M	20.5	5.4	322	50	£129655

## C-Class Coupe - 4590x1770mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.8 C 180 AMG Sport Edition	F	44.1	8.5	149	32	£29965
2.2 C220 CDI Executive SE	B	68.9	8.4	109	34	£31130
2.2 C220 CDI AMG Sport Edition	E	68.9	8.4	109	38	£32460
2.2 C250 CDI AMG Sport Edition	F	52.3	7.0	143	38	£33515
6.3 V8 auto C 63 AMG Edition 507	M	23.5	4.2	280	50	£68495
Auto: add £1500						

## E-Class Coupe - 4698x1786mm, EURO-NCAP N/A

DRIVER POWER POS: 27

2.1 auto E 200 AMG Sport	E	47.1	7.8	140	41	£38420
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	129	40	£39110
2.1 auto E 220 BlueTEC SE	D	60.1	8.3	122	40	£36615
3.0 auto E 250 CDI AMG Line	D	57.7	7.3	129	44	£40730
2.0 auto E 350 BlueTEC AMG Line	E	54.3	6.2	136	47	£42425
3.0 auto E 400 AMG Line	G	40.9	5.2	161	46	£46110
E-Class Cabriolet: add £3370-£3500						

## S-Class Coupe - 4698x1786mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.6 auto S 500 AMG Line	K	49.6	4.6	219	N/A	£96190
5.5 V8T auto S 63 AMG	L	47.1	4.2	237	50	£125595
6.0 V12T auto S 65 AMG	M	37.2	4.1	279	50	£183065

## SLK-Class - 4134x1810mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.8 SLK 200 AMG Sport	G	41.5	7.3	158	41	£34750
1.8 SLK 250 AMG Sport	H	42.8	6.6	169	42	£38705
2.2 auto SLK 250 CDI	E	56.5	6.7	132	42	£33150
2.2 auto SLK 250 CDI AMG Sport	E	56.5	6.7	132	47	£37150
3.5 auto SLK 350 AMG Sport	H	39.8	5.6	167	45	£44605
5.5 V8 SLK 55 AMG	J	33.6	4.6	195	50	£55345
Auto: add £1520 to SLK 200, add £1410 to SLK 250						

## SL-Class - 4617x1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 V6T auto SL 400 AMG Sport	I	36.7	5.2	178	50	£72500
4.7 auto SL 500 AMG Sport	K	30.7	4.6	212	50	£81915
5.5 V8T auto SL 63 AMG	L	28.5	4.3	231	50	£112510
6.0 V12T auto SL 65 AMG	M	24.4	4.0	270	50	£170815

## AMG GT - 4546x1939mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.0 V8T (462) DCT AMG GT	K	30.4	4.0	216	50	£97195
4.0 V8T (510) DCT AMG GT S	K	30.1	3.8	219	50	£110495

## MG

www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46  
Warranty: 3 years/60000 miles

## MG3 - 4018x1723mm, EURO-NCAP☆☆

DRIVER POWER POS: N/A

1.5 (106) 3 Time	E	48.7	10.4	136	4	£8399
1.5 (106) 3 Form	E	48.7	10.4	136	4	£9299
1.5 (106) 3 Form Sport	E	48.7	10.4	136	4	£9549
1.5 (106) 3 Style	E	48.7	10.4	136	4	£9999

## MG6 - 4651x1827mm, EURO-NCAP N/A

DRIVER POWER POS: 6

1.8 TCI GT S 5dr	H	37.7	8.4	174	13	£15455
1.8 TCI GT SE 5dr	H	37.7	8.4	174	14	£16955
1.8 TCI GT TSE 5dr	H	37.7	8.4	174	14	£18955
1.9 DTI-Tech GT S 5dr	D	57.6	8.9	129	14	£16995
1.9 DTI-Tech GT SE 5dr	D	57.6	8.9	129	14	£18195
1.9 DTI-Tech GT TSE 5dr	D	57.6	8.9	129	15	£20195
Magnetite 4dr: add £1000 (TSE only)						

## MINI

www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148  
Warranty: 3 years/unlimited miles

## MINI - 3821-3850x1727mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.2T One	B	61.4	9.9	108	20	£13750
1.2 One D	A	83.1	11.0	89	20	£14890
1.5T Cooper	B	52.0	7.9	105	20	£15300
1.5 Cooper D	A	74.0	9.2	92	17	£16450
2.0T Cooper S	E	49.0	6.8	133	28	£18655
2.0 Cooper SD	B	68.9	7.4	106	23	£19450
Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, 5dr: add £600 to Cooper and above						

## Convertible - 3723x1683mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.6 Cooper	E	49.6	11.1	133	18	£17850
1.6 Cooper D	B	70.6	10.3	105	19	£18910
1.6T Cooper S	E	47.1	7.3	139	32	£21050
1.6T John Cooper Works	F	41.5	6.9	169	36	£25295
1.6 One	E	49.6	11.3	133	14	£16420
2.0 Cooper SD	C	62.8	8.7	118	23	£21730

## Paceman - 4110x1789mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 Cooper	E	47.1	10.4	140	16	£18980
1.6 Cooper D	C	64.2	10.8	115	15	£20210
1.6T Cooper S	F	46.3	7.5	143	30	£22350
2.0 Cooper SD	D	61.4	9.2	122	20	£23070
1.6T ALL4 John Cooper Works	H	38.2	6.9	172	33	£29440
Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD						

## Countryman - 4097x1789mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.6 Cooper	E	47.0	10.5	140	16	£18510
1.6 Cooper D	C	64.0	10.9	115	16	£19740
1.6T Cooper S	F	46.0	7.6	143	30	£21890
1.6 One	E	47.0	11.9	139	12	£16990
1.6 One D	C	64.0	12.9	115	13	£17990
2.0 Cooper SD	D	61.0	9.3	122	20	£22610
1.6T ALL4 John Cooper Works	H	38.2	7.0	172	33	£28870
Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD						

## Coupe - 3728x1683mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.6 Cooper	D	52.0	9.0	127	17	£16840
1.6T Cooper S	E	49.0	6.9	136	30	£19990
1.6T John Cooper Works	G	40.0	6.4	165	36	£24610
2.0 Cooper SD	C	66.0	7.9	114	22	£20710
Auto: add £1085 to Cooper, add £1145 to Cooper S/SD						

## Roadster - 3728x1683mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.6 Cooper	D	52.0	9.0	127	17	£18260
1.6T Cooper S	E	49.0	6.9	136	30	£21145
1.6T John Cooper Works	G	40.0	6.4	165	36	£24995
2.0 Cooper SD	C	66.0	7.9	114	22	£21860
Auto: add £1085 to Cooper, add £1145 to Cooper S/SD						

## MITSUBISHI

www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113  
Warranty: 3 years/unlimited miles

## I - 3475x1475mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

49kW auto I-MIEV	A	N/A	16.0	0	27	£23499
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## Mirage - 3710x1665mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.0 Mivec 1	A	67.3	13.6	96	15	£8999
1.2 Mivec 2	A	68.9	11.7	96	18	£10999
1.2 Mivec 3	A	65.7	11.7	100	18	£11999
1.2 Mivec auto 3	A	68.9	12.8	95	18	£12999

## ASX - 4295x1770mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.6 2	E	47.1	11.4	137	13	£14999
1.6 3	E	47.1	11.4	137	13	£17250
1.8 Di-D 3	E	55.4	10.2	134	19	£19250
1.8 Di-D 4WD 4	E	54.3	10.6	136	19	£23249
2.2 Di-D auto 4WD 4	G	48.7	10.8	153	20	£24649

## Outlander - 4655x1800mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

2.2 Di-D GX2	E	53.3	10.2	138	22	£23799
2.2 Di-D GX3	E	52.3	10.2	140	23	£26599
2.2 Di-D GX4	E	52.3	10.2	140	24	£30499
2.2 Di-D auto GX5	G	48.7	11.7	153	22	£33999
2.0 Hybrid auto GX3h PHEV	A	148.011.0	44	26	£28249	
2.0 Hybrid auto GX4h PHEV	A	148.011.0	44	27	£32849	
2.0 Hybrid auto GX4h PHEV	A	148.011.0	44	24	£34999	
Auto: add £1400 to GX4						

## L200 - 5005-5185x1750mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.5 Di-D Trojan Double Cab	K	35.8	12.1	208	22	£21599
2.5 Di-D Warrior Double Cab	K	35.8	12.1	208	23	£23519
2.5 Di-D Barbarian Double Cab	K	35.8	12.1	208	24	£27119
2.5 Di-D Walkinshaw Double Cab	K	35.8	12.1	208	22	£34300
Auto: add £1680 (not Trojan), Black: add £840 to Trojan/Barbarian						

## Shogun - 4385-4900x1875mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.2 Di-DC SWB S62	K	36.2	9.7	207	32	£26199
3.2 Di-DC SWB Warrior	K	36.2	9.7	207	30	£29369
3.2 Di-DC LWB S62	K	34.9	10.5	213	32	£28599
3.2 Di-DC auto LWB S63	K	33.2	11.1	224	34	£33799
3.2 Di-DC auto LWB S64	K	33.2	11.1	224	34	£36799
Auto: add £1685 to S62/Warrior						

## MORGAN

www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18  
Warranty: 2 years/unlimited miles

## 3 Wheeler - 3225x1720mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 3 Wheeler	N/A	4.5	N/A	N/A	N/A	£25590
4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster						

## Roadster - 4010x1630-1751mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 4/4	F	44.1	8.0	143	N/A	£30375
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**Audi**  
Vorsprung durch Technik



## The Audi A1 Sportback Sport. From £219 per month.\*



This price includes Audi Music Interface,  
16" alloy wheels and Sports suspension.  
And an Audi to call yours.

Business users only with Contract Hire.\*

Official fuel consumption figures for the Audi A1 Sportback Sport 1.6 TDI 116PS 5-speed manual in mpg (l/100km): Urban 65.7 (4.3), Extra Urban 91.1 (3.1), Combined 80.7 (3.5). CO<sub>2</sub> emissions: 92g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. \*At the end of the Contract Hire agreement the vehicle will be returned to Audi Finance. \*Plus VAT and initial rental. Business users only. Based on Audi A1 Sportback Sport 1.6 TDI 116PS 5-speed manual. Based on 3 years, 10,000 mile per annum Contract Hire agreement with an initial rental of £1,314.00. 6.0p (plus VAT) excess mileage charges apply. Offer available for orders before 31 March 2015 and delivered by 30 June 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at a rate of 20%. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication [March 2015] and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freeport Audi Finance.

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 HDI (200) HYbrid4 Active	A	83.1	8.5	88	26	£27245
2.0 HDI (200) HYbrid4 Allure	A	72.4	8.5	99	26	£28245
Auto: add £850 to 1.6 HDI, £1200 to 2.0 HDI Allure, Allure: add £1600 to Active						

**5008** - 4530x1888mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 77

1.6 VTI (120) Access	G	40.9	12.3	159	13	£19050
1.6 HDI (115) Access	D	56.4	12.9	128	14	£20745
1.6 VTI (120) Active	G	40.9	12.3	159	12	£20800
1.6 THP (156) Allure	G	40.9	9.7	159	17	£23450
1.6 HDI (115) Active	E	56.4	12.9	132	14	£22445
2.0 HDI (150) Active	F	51.3	10.0	142	18	£23450
Auto: add £850 to 1.6 HDI, £1205 to 2.0 HDI, Allure: add £1750 to Active (not 1.6 VTI)						

**2008** - 4159x1739-1829mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 11

1.2 VTI (82) Access+	C	57.6	13.5	114	10	£12995
1.4 HDI (70) Access+	B	70.6	14.9	104	10	£14295
1.2 VTI (82) Active	C	57.6	13.5	114	11	£14095
1.6 VTI (120) Active	E	47.9	9.5	135	19	£15050
1.4 HDI (70) Active	B	70.6	14.9	104	10	£15395
1.6 e-HDI (92) EGC Active	A	74.3	13.3	98	17	£16645
1.2 VTI (82) Allure	C	57.6	13.5	114	11	£15295
1.6 VTI (120) Allure	E	47.9	9.5	135	20	£16450
1.6 e-HDI (92) EGC Allure	A	74.3	13.3	98	18	£17845
1.6 e-HDI (115) EGC Allure	B	70.6	10.4	106	20	£18045
1.6 VTI (120) Feline Calima Amb	E	47.9	9.5	135	19	£17850
1.6 e-HDI (92) Feline Calima Amb	B	70.6	12.8	103	17	£18845
1.6 e-HDI (115) Feline Calima Amb	B	70.6	10.4	106	20	£19445
Auto: add £600 to 1.6 e-HDI Active and Allure, £800 to 1.6 VTI Allure, Feline Mistral Ambience: add £200 to Calima Ambience						

**RCZ** - 4290x1845mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** 20

1.6 THP (156) Sport	F	44.1	8.3	149	27	£22100
1.6 THP (200) GT	G	42.1	7.6	155	33	£26900
2.0 HDI (163) Sport	E	53.2	8.7	139	29	£23950
1.6 THP (270) R	F	44.8	5.9	145	42	£32000
Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport						

### PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36  
Warranty: 3 years/unlimited miles

**Panamera** - 4970x1931mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£65289
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84401
3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera GT5	L	26.4	4.4	249	50	£93391
4.8 V8 TTD PDK Panamera Turbo	L	27.7	4.1	239	50	£108006
Panamera 4: add £3561 to Panamera, Panamera 4S: add £3642 to Panamera S, Turbo S: add £23146 to Turbo						

**Macan** - 4681x1923mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

2.0T PDK Macan	H	39.2	6.9	168	35	£40276
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£43300
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£43300
3.6 V6 PDK Macan Turbo	K	31.7	4.8	208	44	£59300

**Cayenne** - 4855x1939mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£49902
3.0 V6 Tipt Cayenne S E-Hybrid	A	83.1	5.9	79	49	£61474
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	209	50	£61474
3.6 V6 Tiptronic Cayenne S	K	29.7	5.5	223	48	£60218
4.8 V8 TTD Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£92628

**Boxster** - 4374x1801mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.7 Boxster	J	34.4	5.8	192	40	£38810
3.4 Boxster S	K	32.1	5.1	206	43	£47035
3.4 Boxster GTS	K	31.4	5.0	211	44	£52879
PDK: add £1922 (£2351 to GTS)						

**Cayman** - 4380-4438x1801mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GTS	K	31.4	4.9	211	43	£55397
3.4 Cayman GT4	L	27.4	4.4	238	N/A	£64451
PDK: add £1922 (£2351 to GTS, not GT4)						

**911** - 4491-4545x1808-1880mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.4 Carrera	K	31.0	4.8	212	46	£73509
3.4 Carrera 4	K	31.0	4.1	215	46	£78365
3.8 Carrera 4S	K	30.7	4.3	217	47	£88400
3.8 Carrera S	K	29.7	4.5	224	47	£83545
3.8 Carrera GTS	K	29.7	4.4	223	47	£91098
3.8 PDK Turbo	L	29.1	3.4	227	50	£120598
3.8 PDK GT3	M	22.8	3.5	289	50	£120540
4.0 PDK GT3 RS	M	22.2	3.3	341	50	£131296
PDK: add £2387, Cabrio: add £8659 to Carrera/4/Turbo S, £8660 to Carrera S/4S/GTS, £8340 to Turbo, Targa: add £8012 to Carrera 4/4S						

**918 Spyder** - 4643x1940mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

4.6 V8 hybrid PDK	A	85.6	2.8	79	N/A	£781155
4.6 V8 hybrid PDK Weissach	A	94.2	2.8	70	N/A	£853155

### PROTON

www.proton.co.uk / Brochure: 0800 781 0777 / Dealers: 85  
Warranty: 3 years/60,000 miles

**Savvy** - 3710x1643mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.2 Style	E	50.0	13.9	134	8	£7995
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**Satria Neo** - 3905x1710mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.6 GSX	G	43.0	11.5	157	3	£8495
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	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 Sport	G	43.0	11.5	157	3	£8495

**Gen2** - 4310-4477x1725mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.3 GLS 5dr	G	41.0	13.5	164	6	£9195
1.6 GSX Ecologic 5dr	H	40.0	12.6	170	7	£11195
Persona 4dr: same price as 5dr						

### RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153  
Warranty: 4 years/100,000 miles

**Twizy** - 2338x1234mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

17hp Urban	A	N/A	N/A	0	10	£6895
17hp Technic	A	N/A	N/A	0	11	£7595
Battery hire: £45-£67 per month						

**Twingo** - 3590x1640mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.0 ScE (70) Expression	B	62.8	12.0	105	2	£9495
1.0 ScE (70) Play	B	62.8	12.0	105	3	£9995
1.0 ScE (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
900cc TCe (90) S&S Dynamique	A	65.7	12.0	99	8	£11695
900cc TCe (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545

**Zoe** - 4084x1730mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

75hp Zoe Expression	A	N/A	13.5	0	15	£13995
75hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	16	£15195
75hp Zoe i Expression	A	N/A	13.5	0	15	£18443
75hp Zoe i Dynamique Zen/Intens	A	N/A	13.5	0	16	£20043
Zoe models: add battery hire from £25 per month						

**Clio** - 4062x1731mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** 38

1.2 16v (75) Expression	D	51.4	15.4	127	7	£10995
1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12495
900cc TCe (90) Expression+	B	62.8	12.2	104	9	£13495
1.5 dCi (90) Expression+	A	83.1	11.7	90	13	£14595
1.2 16v (75) Dynamique	D	51.4	15.4	127	8	£13495
900cc TCe (90) Dynamique	B	62.8	12.2	104	9	£14495
1.5 dCi (90) Dynamique	A	83.1	11.7	90	13	£15595
900cc TCe (90) Dynamique S	B	62.8	12.2	105	10	£15495
1.5 dCi (90) Dynamique S	A	83.1	11.9	93	13	£15595
1.2 Tce (120) EDC GT Line	C	54.3	9.9	120	14	£17395
1.6T (200) EDC Renaultsport	F	44.8	6.7	144	29	£18995
1.6T (200) EDC Renaultsport Lux	F	44.8	6.7	144	29	£19995
Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi and 900 TCe						

**Megane** - 4295x1808mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 92

1.6 (110) Expression+	G	40.9	10.5	159	13	£16750
1.5 Energy dCi (110) Expression+	G	68.9	12.3	106	16	£18245
1.2 Energy TCe (115) Expression+	C	53.3	10.9	119	16	£17570
1.6 (110) Limited	G	40.9	10.5	159	13	£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19745
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	17	£17750
1.2 Energy TCe (115) Dynamique T	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynamique T	B	68.9	12.3	106	15	£19245
1.6 Energy dCi (130) Dynamique T	B	70.6	9.8	104	17	£19745
2.0 GT 220	H	38.7	7.6	169	31	£19745
Auto: add £1000 to dCi (110), GT Line TomTom: add £1500 to Dynamique TomTom (not 1.6 (110)), Sport Tourer: add £1000						

**Megane Coupe** - 4299x1808-1848mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 92

1.6 (110) Limited	G	40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	15	£18250
1.2 Energy TCe (115) Dynamique	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynamique	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynamique	B	70.6	9.8	104	20	£21445
2.0 GT 220	H	38.7	7.6	169	31	£24230
2.0T Renaultsport 265	H	37.7	6.0	174	36	£25930
2.0T Renaultsport 275 Trophy	H	37.7	6.0	174	36	£28930
2.0T Renaultsport 275 Trophy-R	H	37.7	5.8	174	39	£36430
Auto: add £1000 to dCi (110), GT Line TomTom: add £1500 to Dynamique TomTom (not 1.6 (110)), Coupe Cabrio: add £3600						

**Sc**





Phantom - 5609-6090x1987-1990mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
6.7 V12 auto Phantom	M	19.1	5.7	347	N/A£305375
6.7 V12 auto Phantom Coupe	M	19.1	5.6	347	N/A£333155
6.7 V12 auto Phantom DHC	M	19.1	5.6	347	N/A£327445
6.7 V12 auto Phantom EWB	M	18.9	5.8	349	N/A£357875

## SEAT

www.seat.co.uk / Brochure: 0500 222 222 / Dealers: 128  
Warranty: 3 years/60000 miles

### Mii - 3540x1641mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A					
1.0 12v (60) S 3dr	B	62.8	14.4	105	1 £8195
1.0 12v (60) S A/C 3dr	B	62.8	14.4	105	1 £8705
1.0 12v (60) Ecotimatic 3dr	A	68.9	14.4	96	1 £9530
1.0 12v (60) SE 3dr	B	62.8	14.4	105	1 £9630
1.0 12v (60) i-TECH 3dr	B	62.8	14.4	105	3 £9995
1.0 12v (75) Sport 3dr	B	60.1	13.2	108	2 £10380
1.0 12v (75) by MANGO 3dr	B	60.1	13.2	108	2 £10995

Auto: add £1130 to SE, 5dr: add £350

### Ibiza - 4031-4072x1693mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A					
1.2 12v (70) S A/C SC 3dr	D	52.3	13.9	125	5 £11410
1.2 TDI S A/C SC 3dr	B	72.4	13.9	102	7 £13305
1.2 TDI S Ecotimatic SC 3dr	A	80.7	13.9	92	7 £13830
1.4 16v SE SC 3dr	E	47.9	11.8	139	9 £12545
1.4 16v Toca 3dr	E	47.9	11.8	139	11 £12870
1.4 16v 30 Years 3dr	E	47.9	11.8	139	12 £12870
1.2 TDI DSG SE SC 3dr	D	53.3	9.7	124	12 £14185
1.2 TDI SE Ecotimatic SC 3dr	A	80.7	13.9	92	7 £14360
1.6 TDI SE SC 3dr	C	65.7	10.5	112	14 £14910
1.2 TDI i-TECH SC 3dr	C	55.4	9.8	119	15 £13790
1.2 TSI FR SC 3dr	C	55.4	9.8	119	12 £14190
1.4 TSI FR SC 3dr	B	60.1	7.8	109	12 £15495
1.6 TDI FR SC 3dr	C	65.7	10.5	112	14 £15910
2.0 TDI FR SC 3dr	D	60.1	8.2	123	22 £17085
1.4 TSI DSG Cupra SC 3dr	E	47.9	6.9	139	27 £18980

DSG: add £895 to 1.2 TSI FR, 5dr: add £500 to SC, ST: add £1210, FR Edition: add £600 to 1.4 TSI ACT FR

### Toledo - 4482x1703mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A					
1.2 TSI (85) S	C	55.4	11.8	119	10 £14265
1.2 TSI (105) S	C	56.5	10.4	116	13 £15295
1.2 TSI (105) i-TECH	F	45.6	9.5	146	17 £17965
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17 £17965
1.6 TDI (105) Ecotimatic S	B	72.4	10.6	104	15 £17150
1.6 TDI (105) Ecotimatic i-TECH	B	72.4	10.6	104	15 £18870

SE Nav: add £1200 to S (not 1.2 TSI (85))

### Leon - 4263x1784mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A					
1.2 TSI S 5dr	C	57.6	10.0	114	12 £16115
1.2 TSI S 5dr	A	74.3	10.7	99	13 £17815
1.2 TSI SE 5dr	C	57.6	10.0	114	13 £17235
1.4 TSI SE 5dr	C	54.3	8.2	119	17 £17835
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	13 £18935
1.6 TDI (110) Ecotimatic SE 5dr	A	85.6	10.7	87	14 £19925
2.0 TDI (150) SE 5dr	B	68.9	8.4	106	19 £20285
1.4 TSI ACT FR 5dr	C	54.3	8.2	119	18 £20000
1.8 TSI FR 5dr	E	47.1	7.5	139	25 £20775
2.0 TDI (150) FR 5dr	B	68.9	8.4	106	20 £21830
2.0 TDI (184) FR 5dr	C	65.7	7.5	112	26 £22820
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.9	149	26 £25660
2.0 TSI (280) Cupra 5dr	F	44.1	5.9	149	26 £27510
2.0 TDI (150) X-PERIENCE SE	D	57.6	8.7	129	19 £24385
2.0 TDI (184) DSG X-PER SE Tech	E	55.4	7.1	133	23 £28870

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI, SC 3dr: £300 less than SE, Leon ST: add £825

### Altea - 4282x1768mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A					
1.6 TDI (105) Ecotimatic i-TECH	C	62.8	12.2	119	14 £19345
2.0 TDI (140) i-TECH	D	57.6	9.7	129	19 £20145

DSG: add £870 to 1.6 TDI, Altea XL: add £720

### Alhambra - 4854x1904mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A					
2.0 TDI (140) Ecotimatic S	F	50.0	10.9	146	18 £25630
2.0 TDI (140) i-TECH	F	50.0	10.9	146	18 £28630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21 £32420

DSG: add £1285, SE: add £1875 to S, SE Lux: add £5315 to S

## SKODA

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Warranty: 3 years/60000 miles

### Citigo - 3563x1641mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 2					
1.0 MPI (60) S 3dr	B	62.8	14.4	105	1 £8210
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1 £9060
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1 £10590
1.0 MPI (60) Black Edition 3dr	B	62.8	14.4	105	1 £10090
1.0 MPI (75) Elegance 3dr	A	67.3	13.2	98	2 £10695

ASG auto: add £305 to SE and Elegance (75), 5dr: add £350, GreenTech: add £360 to (60) SE and Elegance

### Fabia (NEW) - 3992mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A					
1.0 MPI (60) S	B	60.1	15.7	106	2 £10600
1.0 MPI (75) S	B	58.8	14.7	108	4 £11460
1.2 TSI (110) DSG S	B	60.1	9.4	109	13 £13740
1.4 TDI (90) S	A	83.1	11.1	88	12 £14090
1.0 MPI (75) SE	B	58.8	14.7	108	5 £12760
1.2 TSI (90) SE	B	60.1	10.9	107	10 £13390
1.2 TSI (110) SE	B	58.8	9.4	110	14 £14040
1.4 TDI (90) SE	A	83.1	11.1	88	12 £15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14 £16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L: add £850 to SE, Estate: add £1000 to selected models

### Rapid - 4483x1706mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A					
1.2 (75) S	E	47.9	13.9	137	7 £13190

1.2 TSI (86) S	C	55.4	11.8	119	10 £13980
1.2 TSI (86) SE	C	55.4	11.8	119	10 £14930
1.2 TSI (105) SE	D	52.3	10.3	125	13 £15630
1.2 TSI (105) Sport	D	52.3	10.3	125	13 £15630
1.4 TSI (122) DSG SE	E	48.7	9.5	134	16 £17425
1.6 TDI (105) SE	C	64.2	10.4	114	15 £17380
1.2 TSI (105) Elegance	C	50.4	10.3	125	13 £16380
1.6 TDI (105) Elegance	C	50.4	10.4	114	15 £18130
1.6 TDI (90) GreenLine	A	74.3	10.2	99	13 £17815

Rapid Spaceback: add £540, GreenTech: add £250 to 1.2 TSI (86), 1.4 TSI, and all 1.6 TDI SE and Elegance models

### Octavia - 4659x1814mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A					
1.2 TSI (105) S	C	57.7	9.9	114	13 £16310
1.6 TDI (105) S	A	74.3	10.4	99	13 £18360
1.2 TSI (105) SE	C	57.7	9.9	114	18 £17660
1.4 TSI (140) SE	D	53.3	8.1	121	18 £18860
1.6 TDI (105) SE	A	74.3	10.4	99	13 £19710
2.0 TDI (150) SE	B	68.9	8.2	106	19 £20610
1.4 TSI (140) Elegance	D	53.3	8.1	121	19 £20560
1.6 TDI (105) Elegance	A	74.3	10.4	99	14 £21410
2.0 TDI (150) Elegance	B	68.9	8.2	106	20 £22310
1.8 TSI (180) Laurin & Klement	F	46.3	7.3	141	25 £26570
2.0 TDI (150) Laurin & Klement	B	68.9	8.2	106	22 £26410
1.6 TDI (110) GreenLine III	A	74.3	10.6	85	15 £20300
2.0 TDI (184) vRS	C	61.4	8.1	119	26 £24020
2.0 TDI (220) vRS	F	45.6	6.8	142	29 £23755
2.0 TDI (150) 4x4 Scout	D	55.4	9.1	129	19 £25315
2.0 TDI (184) DSG 4x4 Scout	E	55.4	7.8	134	22 £27990

DSG: add £1250 (£1390 to vRS), Estate: add £800, SE Business: £150 less than SE (1.6 & 2.0 TDI only), Black Edition: add £275 to 1.6 TDI and 2.0 TDI Elegance models

### Superb - 4833x1817mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 3					
1.4 TSI (125) S	E	47.9	10.5	138	19 £18690
1.6 TDI (105) Eleg GreenLine III	B	67.3	12.2	109	17 £23990
1.6 TDI (105) S	C	62.8	12.1	117	17 £19890
1.6 TDI (105) S GreenLine III	B	67.3	12.2	109	17 £20200
1.6 TDI (105) SE GreenLine III	B	67.3	12.2	109	17 £21665
1.8 TSI Elegance DSG	G	40.4	8.4	162	27 £25745
1.8 TSI SE	G	41.5	8.2	158	26 £21225
2.0 TDI (140) Elegance	C	61.4	10.0	119	23 £24840
2.0 TDI (140) Laurin & Klement	C	61.4	10.0	119	24 £26830
2.0 TDI (170) Elegance	C	61.4	8.6	120	26 £25770
2.0 TDI (170) Laurin & Klement	C	61.4	8.6	120	26 £27760
2.0 TDI (140) S	C	61.4	10.0	119	22 £20490
2.0 TDI (140) SE	C	61.4	10.0	119	23 £22130
2.0 TDI (170) SE	C	61.4	8.6	120	25 £21305
3.6 V6 DSG Elegance 4x4	K	30.4	6.4	215	35 £30655
3.6 V6 DSG Laurin & Klement 4x4	K	30.4	6.4	215	35 £32645

DSG: add £1435 to 2.0 TDI, Estate: add £1125, 4x4: add £1585 to 2.0 TDI (140) Elegance and Laurin & Klement, 4x4 DSG: add £2895 to 2.0 TDI (170), Outdoor: add £2000 to 2.0 TDI (140) 4x4 or 2.0 TDI (170) DSG 4x4 estates, Outdoor Plus: add £1000

### Roomster - 4214x1684mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 81					
1.2 TSI (105) DSG S	E	50.0	11.0	134	12 £14185
1.2 TSI (86) S	E	50.0	12.6	134	9 £12750
1.2 TSI (105) SE	E	50.0	10.9	134	12 £14795
1.2 TSI (86) SE	E	50.0	12.6	134	9 £14130
1.2 12v (69) S	F	46.0	15.9	143	5 £12105
1.2 TDI (75) GreenLine II	B	67.0	15.4	109	9 £16325
1.6 TDI (105) SE	D	60.0	11.5	124	13 £15640
1.6 TDI (90) SE	D	60.0	13.3	124	11 £15415

Scout: add £660 to 1.2 TSI and 1.6 TDI SE

### Yeti - 4223x1793mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 1					
1.2 TSI (105) S	F	46.3	11.4	142	13 £16715
1.6 TDI (105) GreenLine II S	C	61.4	12.1	119	14 £18205
2.0 TDI (110) S	E	55.4	11.6	134	14 £18055
1.2 TSI (105) SE	F	46.3	11.4	142	14 £18225
1.6 TDI (105) GreenLine II SE	C	61.4	12.1	119	14 £19715
2.0 TDI (110) SE	E	55.4	11.6	134	14 £19565
1.2 TSI (105) Elegance	F	46.3	11.4	142	14 £20050
1.6 TDI (105) GreenLine II Elegance	C	61.4	12.1	119	14 £21475
2.0 TDI (110) Elegance	E	55.4	11.6	134	14 £21390
2.0 TDI (140) Outdoor SE 4x4	G	48.7	9.9	152	18 £20230
2.0 TDI (140) Outdoor Elegance 4x4	G	48.7	9.9	152	19 £23965
2.0 TDI (170) Outdoor Elegance 4x4	F	49.6	8.4	149	22 £24640
1.8 TSI (160) Outdoor L&K 4x4	I	36.2	8.4	184	22 £25610
2.0 TDI (140) DSG Outdoor L&K 4x4	G	49.6	10.2	166	22 £27670
2.0 TDI (170) Outdoor L&K 4x4	F	49.6	8.4	149	22 £26740
DSG: add £100 to 1.2 TSI. Yeti Outdoor: same price as standard SE.					
Axi add £150 to 2.0 TDI (110) Outdoor S and Outdoor SE.					



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Warranty: 3 years/60000 miles

### Adam - 3698x1720, EURO-NCAP★★★★

DRIVER POWER POS: 23

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 VVT Jam	D	53.3	14.9	124	3	£11405
1.4T (87) Jam	D	51.4	12.5	129	6	£11370
1.4 VVT (100) Jam	D	51.4	11.5	129	8	£12255
1.0T (115) Jam	C	57.6	9.9	114	10	£13455
1.4 VVT (87) Black Edition	D	51.4	12.5	130	8	£14995
1.4T (100) Grand Slam	E	47.8	8.5	139	N/A	£16995

Start/Stop: add £295 to 1.2 VVT, 1.4 VVT (100), Glam: add £1395, Slam: add £1895, White Edition: same price as Black Edition

### Corsa - 4021x1736-1746mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A

1.2i (70) Life 3dr	D	52.3	16.0	126	2	£10900
1.4i (90) Life 3dr	D	54.3	13.2	121	6	£11245
1.3 CDTi (75) S/e ecoFLEX Life 3dr	A	74.3	10.8	100	6	£13150
1.2i (70) Sting 3dr	D	53.3	16.0	124	2	£8995
1.4i (90) ecoFLEX Sting 3dr	C	55.4	13.2	119	6	£9340
1.0T (115) S/e ecoFLEX Sting 3dr	C	57.6	10.3	114	11	£10825
1.0T (115) S/e ecoFLEX Sting R 3dr	C	57.6	10.3	114	11	£10995
1.2i (70) Excite 3dr	D	53.3	16.0	124	3	£11965
1.4i (90) ecoFLEX Excite 3dr	C	55.4	13.2	119	6	£12310
1.0T (115) S/e ecoFLEX Excite 3dr	C	57.6	10.3	114	12	£14095
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	3	£13805
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	7	£14150
1.0T (115) S/e ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	13	£15635
1.2i (70) Design 3dr	D	52.3	16.0	126	3	£10900
1.4i (90) Design 3dr	D	54.3	13.2	121	6	£11245
1.0T (90) S/e ecoFLEX Design 3dr	B	57.6	11.9	102	9	£12730
1.3 CDTi (75) S/e eFLX Design 3dr	A	74.3	10.8	100	6	£13150
1.3 CDTi (95) S/e eFLX Design 3dr	A	85.6	11.9	87	9	£13650
1.2i (70) SRI 3dr	D	53.3	16.0	124	3	£11595
1.4i (90) SRI 3dr	C	55.4	13.2	119	6	£11940
1.0T (90) S/e ecoFLEX SRI 3dr	A	57.6	11.9	100	9	£13425
1.4T (100) S/e ecoFLEX SRI 3dr	C	55.4	11.0	119	10	£12595
1.3 CDTi (75) S/e eFLX SRI 3dr	A	76.3	14.8	99	6	£13845
1.3 CDTi (95) S/e eFLX SRI 3dr	A	88.3	11.9	85	9	£14345
1.2i (70) SE 3dr	D	53.3	16.0	124	3	£12440
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£12585
1.0T (90) S/e ecoFLEX SE 3dr	A	57.6	11.9	100	9	£14070
1.4T (100) S/e ecoFLEX SE 3dr	C	55.4	11.0	119	10	£13240
1.3 CDTi (75) S/e eFLX SE 3dr	A	76.3	14.8	99	7	£14490
1.3 CDTi (95) S/e eFLX SE 3dr	A	88.3	11.9	85	9	£14990

Auto: add £655 to 1.4i (90) (not Life, Sting, Limited Edition), 5dr: add £600 (not Sting R), SRI V-Line: add £1035 to SRI

### Astra - 4290-4419x1753-1814mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A

1.4 VVT (100) Expression	D	51.0	14.0	129	9	£12995
1.4 VVT (100) Design	D	51.0	12.9	129	9	£15250
1.6 VVT (115) Design	F	45.0	10.9	147	12	£16060
1.3 CDTi (95) ecoFLEX S/S Design	B	72.0	13.8	104	12	£16835
1.6 CDTi (110) ecoFLEX Design	A	63.0	11.8	94	15	£17735
1.6 CDTi (136) ecoFLEX Design	B	63.0	10.7	104	18	£18330
1.4 VVT (100) Excite	D	51.0	12.9	129	9	£17755
1.6 VVT (115) Excite	F	45.0	10.9	147	12	£18565
1.7 CDTi (110) eFLEX S/S Excite	A	63.0	11.8	99	15	£19845
2.0 CDTi (165) Tech Line	C	62.0	8.5	119	10	£19995
1.4 VVT (100) SRI	D	51.0	12.9	129	9	£17735
1.6 VVT (115) SRI	F	46.0	10.9	146	12	£19045
1.4T (140) SRI	E	48.0	9.0	138	17	£22555
1.6T (180) SRI	G	42.0	7.9	159	12	£20810
1.6 CDTi (110) ecoFLEX SRI	A	63.0	11.8	94	15	£21740
1.6 CDTi (136) ecoFLEX SRI	B	63.0	10.7	104	18	£22335
1.7 CDTi (110) S/e 99g SRI	B	76.0	11.8	99	15	£21245
2.0 CDTi (165) SRI	C	63.0	8.5	119	20	£22825
2.0 CDTi (195) S/e BiTurbo	D	53.3	7.8	134	26	£24205

Auto: add £1020 to 2.0 CDTi, £1330 to 1.6 VVT, Sports Tourer: add £670-£1145, Tech Line: add £1390 to Design, Tech Line GT: add £125 to Tech Line, Elite: add £1695 to SRI (selected models)

### Ampera - 4498x1787mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A

1.4 auto Positiv	A	235.4	9.0	27	20	£28750
1.4 auto Electron	A	235.4	9.0	27	21	£24095

### Insignia - 4842x1856mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A

1.8 VVT (140) Design 5dr	G	40.4	11.5	164	14	£16479
1.4T (140) S/e Design 5dr	D	54.3	10.9	123	15	£17394
2.0 CDTi (120) S/e Design 5dr	A	76.3	11.9	99	15	£18944
2.0 CDTi (130) Design	C	62.8	11.1	119	16	£18104
2.0 CDTi (160) ecoFLEX Design 5dr	A	76.3	10.5	99	18	£19194
2.0 CDTi (160) ecoFLEX Design	C	65.7	9.5	114	20	£19554
1.8 VVT (140) SRI 5dr	G	40.4	11.5	164	14	£18279
1.4T (140) S/e SRI 5dr	D	54.3	10.9	123	15	£19194
2.0 CDTi (120) S/e SRI 5dr	A	76.3	11.9	99	15	£20744
2.0 CDTi (130) SRI 5dr	C	62.8	11.1	119	16	£19904
2.0 CDTi (140) ecoFLEX SRI 5dr	A	76.3	10.5	99	19	£20994
2.0 CDTi (163) ecoFLEX SRI	C	65.7	9.5	114	20	£21354
2.0 BiCDTi (195) S/e SRI 5dr	D	60.1	8.7	125	24	£24814
2.0T (250) S/e SRI V-Line 5dr	H	39.2	7.5	169	26	£22474
1.4T (140) S/e Elite 5dr	J	60.1	8.7	186	15	£21574
1.6T (170) S/e Elite 5dr	J	47.9	9.2	139	20	£22964
2.0T (250) S/e Elite 5dr	H	39.2	7.5	169	26	£23609
2.0 CDTi (120) S/e Elite 5dr	A	76.3	11.9	99	16	£23124
2.0 CDTi (140) ecoFLEX Elite 5dr	A	76.3	10.5	99	19	£23734
2.0 CDTi (163) ecoFLEX Elite	C	65.7	9.5	114	20	£23734
2.0 BiTurbo (195) S/e aut Elite 5dr	D	60.1	8.7	125	24	£23739
2.8 V6T VXR Sports Tourer 5dr	L	27.0	5.6	249	37	£29769

Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Saloon: same price as 3dr (selected models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI V-Line: add £1220 to SRI, SE: same price as SRI, Tech Line: add £850 to SRI

### Insignia Country T'rer - 4913x1856mm, EURO-NCAP★★★★

DRIVER POWER POS: 82

2.0 CDTi (163) ecoFLEX	C	62.8	9.9	119	14	£24209
2.0 CDTi (163) ecoFLEX 4x4	F	50.4	9.9	127	12	£25354
2.0 BiTurbo (195) 4x4 auto	H	42.8	9.9	174	16	£29714

Auto: add £1660 to 2.0 CDTi

### Meriva - 4288x1812mm, EURO-NCAP★★★★

DRIVER POWER POS: 82

1.4 VVT (100) Expression	E	46.3	13.9	140	8	£12625
1.4 VVT (100) S	E	46.3	13.9	140	8	£16420
1.4T VVT (120) S	E	47.9	11.5	139	11	£17155
1.3 CDTi (75) S	D	57.6	16.9	129	6	£17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	7	£19000
1.7 CDTi (110) auto S	G	46.3	12.9	160	12	£20340
1.6 CDTi (136) S	C	64.2	9.9	116	16	£19340
1.4 VVT (100) Tech Line (a/c)	E	46.3	13.9	140	7	£13995
1.3 CDTi (75) Tech Line (a/c)	E	57.6	16.9	129	5	£15610

1.4 VVT (100) SE (a/c) **E** 46.3 13.9 140 8 **£18445**

1.4T VVT (120) SE (a/c) **E** 47.9 11.5 139 14 **£19175**

1.4T VVT (140) SE (a/c) **G** 44.2 10.3 151 14 **£20005**

1.7 CDTi (110) auto SE (a/c) **G** 46.3 12.9 160 12 **£22360**

1.6 CDTi (136) SE (a/c) **C** 64.2 9.9 116 16 **£21370**

Auto: add £1420 to 1.4T (120) Exclusiv, SE, Exclusiv: add £670 to S

### Zafira Tourer - 4658x1884mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A

1.4T (140) S/S Exclusiv	F	45.0	9.9	148	14	£22680
1.4T (140) S/S SE	F	45.0	9.9	148	15	£24020
1.8 VVT (140) SE	H	39.0	10.9	169	14	£21375
1.8 VVT (140) Exclusiv	H	39.0	10.9	169	14	£22375
1.6 CDTi (136) Exclusiv	A	54.0	11.5	109	11	£25400
2.0 CDTi (110) SE	E	54.0	11.5	137	11	£22630
2.0 CDTi (130) ecoFLEX S/S SE	C	63.0	10.6	119	15	£23300
2.0 CDTi (130) eFLEX S/S Exclusiv	C	63.0	10.6	119	15	£24300
2.0 CDTi (165) S/S Exclusiv	E	54.0	9.1	137	19	£24695
2.0 CDTi (130) ecoFLEX S/S SE	C	63.0	10.6	119	15	£25475
2.0 CDTi (165) S/S SE	E	54.0	9.1	137	19	£26090
2.0 CDTi (165) S/S BiTurbo SE	E	50.4	8.5	149	21	£27740

Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (165), SRI: £45 less than SE, Tech Line: £2225 less than Exclusiv, Elite: add £1500 to SE

### Mokka - 4280mmx1777mm, EURO-NCAP N/A

DRIVER POWER POS: 29

1.6 16v (115) S/S Exclusiv	G	43.5	12.2	153	6	£18064
1.4T (140) S/S Exclusiv	E	47.1	9.6	139	12	£18724
1.7 CDTi (130) S/S Exclusiv	D	60.1	9.6	124	13	£19749

Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv

### Antara - 4596x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.2 CDTi (163) Exclusiv AWD	H	43.0	9.9	175	25	£23450
2.2 CDTi (163) Exclusiv FWD	H	45.0	9.9	167	25	£21030
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	28	£26325
2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	28	£27885
2.4 (167) Exclusiv FWD	K	32.0	10.5	206	20	£21900

Auto: add £1185, Diamond: add £800 to Exclusiv, diesel

### GTC - 4466x1840mm, EURO-NCAP★★★★

DRIVER POWER POS: N/A

1.4T (120) S/S Sport	E	48.0	10.9	139	13	£18995
1.4T (140) S/S Sport	E	48.0	9.9	139	16	£19885
1.6T (200) Sport	H	39.0	8.3	154	25	£21250
1.7 CDTi (110) S/S Sport	C	63.0	11.9	119	13	£20850
1.7 CDTi (130) S/S Sport	C	63.0	10.8	119	13	£21450
2.0 CDTi (165) S/S Sport	D	59.0	8.9	127	20	£21955
2.0 CDTi (195) S/S BiTurbo	D	53.3	7.8	129	27	£24715
2.0T (280) VXR	J	34.9	5.9	189	35	£22720

SRI: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models

### Cascada - 4696x1839mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.4T (140) S/S SE	F	44.8	10.2	148	20	£23995
1.6T (170) auto SE	H	39.2	9.2	168	24	£27095
2.0 CDTi (165) S/S SE	E	54.3	9.6	138	23	£26080
2.0 CDTi (165) auto SE	E	45.6	9.6	163	23	£27600
2.0 CDTi BiTurbo (195) S/S Elite	E	54.3	8.9	139	27	£29665





# Nürburgring debut for new R8



**Stephen Errity**

Stephen\_Errity@dennis.co.uk

**AE** AUDI will give the latest version of its R8 LMS GT3 car its race debut at the Nürburgring 24 Hours in May.

The new model, which Audi says is lighter and safer than ever before, was revealed at last week's Geneva Motor Show alongside its roadgoing cousin.

Its predecessor racked up 26 GT3 championship wins in various series between 2009 and 2014, as well as seven overall victories in 24-hour races.

After the Nürburgring event on 16-17 May, the car will also appear at the Spa 24 Hours race in Belgium on 25-26 July. Audi will start taking orders from customer teams in the second half of 2015 and is planning to make the first deliveries by the end of the year, in time for the start of the 2016 racing season.

The base weight of the car has been reduced from 1,250 to 1,225kg, while at the same time stiffness has increased by 39 per cent. As before, the racing version of the R8 will be powered by the largely unchanged 585bhp 5.2-litre V10 engine of the road car.

Aerodynamic improvements made by Audi include a fully lined underfloor and

■ Second-generation Audi racer follows new road car ■ Merc and BMW rivals also gearing up



**“The R8 will take on its VW Group stablemate the Lamborghini Huracán at the Spa 24 Hours”**



an integrated rear diffuser, while improved crash protection sees the new R8 meet the same safety standards as Audi's faster and lighter R18 TDI Le Mans prototypes.

The R8 also has a 'rescue opening' in the roof, which, in the event of an accident, allows a driver's helmet to be lifted off their head in a way that avoids straining the spinal column.

On track, the R8 will take on its VW Group stablemate the Lamborghini

Huracán GT3 (left) at the Spa 24 Hours, while it could also go head-to-head with the recently unveiled Mercedes-AMG GT3 this year. Mercedes says the latter is set to make its competitive debut in the summer – making the Spa 24 Hours a strong possibility.

BMW is also pressing ahead with testing its latest racer, the M6 GT3, with some sources suggesting it, too, could make a race debut some time in 2015 before being delivered to customer teams for the 2016 season.

Jaguar's plan to build a GT3 racing version of the F-Type is reported to be on hold, however – primarily due to concerns over the budget required.

## Todt wants fresh blood in F1

FIA president Jean Todt has said the FIA may open up a tender next year for new F1 teams to join the sport – despite the closure of Caterham and near-demise of Manor Marussia over the winter.

American team Haas F1 is already scheduled to join the grid in 2016, but the former Ferrari team boss said recently that the sport could try to attract additional entrants after that.

He said: “I'm not happy for Marussia and Caterham and I sympathise for them, but it has always happened. In 2016 we have a new team coming and we may make a tender again for one or two teams to encourage [newcomers].”

Todt also pledged to reduce the costs of competing in the sport, to improve



the chances of new teams surviving in the long term, and defended F1's complex V6 hybrid engine regulations.

“I feel it's one of the few sensible decisions that have been taken over the last few years,” he said. “Formula

One is the pinnacle of motorsport, so we must be an example to society.

“It can't all be happening in a closed gated community where nothing is happening on the other side of the world.”

### TODT TALKING

**FIA president suggested that F1 could try to attract new entrants, and also pledged to reduce the costs of competing in the sport**



### ■ SPEED JOINS FORMULA E

**FORMER** Toro Rosso driver Scott Speed has become the latest ex-F1 star to find a seat in the FIA Formula E electric racing series.

The 32-year-old American, who raced for the Red Bull junior squad in the 2006 and 2007 seasons, will line up for Andretti alongside another Toro Rosso alumnus, Frenchman Jean-Eric Vergne.

His first race in the series will be this weekend, when it heads to the streets of Miami, Florida.



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**AE** DRUG-drivers usually fall into two very different – illegal and legal – camps. Broadly speaking, the first includes those who consume banned, unapproved narcotics. The second comprises motorists on authorised, tried and tested medication.

Those in category one are in a different world to those in group two. Not that the UK Government makes this crucial point clear in its “changes to the drug-driving law” introduced on 2 March.

Why not introduce laws (plural) – one tough law for criminals who choose to drive while high on illegal substances, then a separate, more sympathetic one for folk who have little or no choice but to take the legal medication supplied to them by registered health professionals?

Through my work with the Marcus Rutherford Foundation ([marcusrutherfordfoundation.com](http://marcusrutherfordfoundation.com)), I know a surprisingly large percentage of patients with life-threatening illnesses have little or no support from family, friends or hospital transport services. Such patients therefore have to drive themselves to or from cancer and transplant wards for life-saving medication – often in the small hours.

Understandably, these and countless other innocent patients are scared. So imagine how much worse they'll have felt to hear the response from road safety charity Brake to the new law: “It will make it a criminal offence to drive with drugs in your body, removing the need [for police] to prove impairment and making it easier to prosecute drug-drivers.”

The UK Government piled on more misery by warning new penalties for “drug-driving” will include: “A minimum 12-month driving ban, a criminal record, a fine of up to £5,000 or up to six months in prison or both.” And the consequences for those hit with these penalties? “Job loss, loss of independence, the shame of having a criminal record, increased car insurance costs and trouble getting into countries like the USA.”

What a grotesque, ill-considered, state-sponsored mess. And what a missed opportunity. Drug-driving is an obvious problem. Central Government attempted to deal with it and failed, with a new ‘law’ that poses almost as many questions as it answers. Yet even if it was clear and workable, there's a hopeless shortage of front-line cops to enforce it.



## Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

**We need separate drug-drive laws: one for those on legal medication, the other for law-breakers high on illegal narcotics**

## next week

### DRIVEN



## New 1 Series

More than just a facelift as we get behind wheel of BMW eco superhatch

### TESTED



## New Mazda 6 vs VW Passat

We find out if revamp can help Mazda regain the family car crown from VW

### SPECIAL REPORT



## The future of travel revealed

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